# A History of Steeple-chasing

By WILLIAM C. A. BLEW. M.A.

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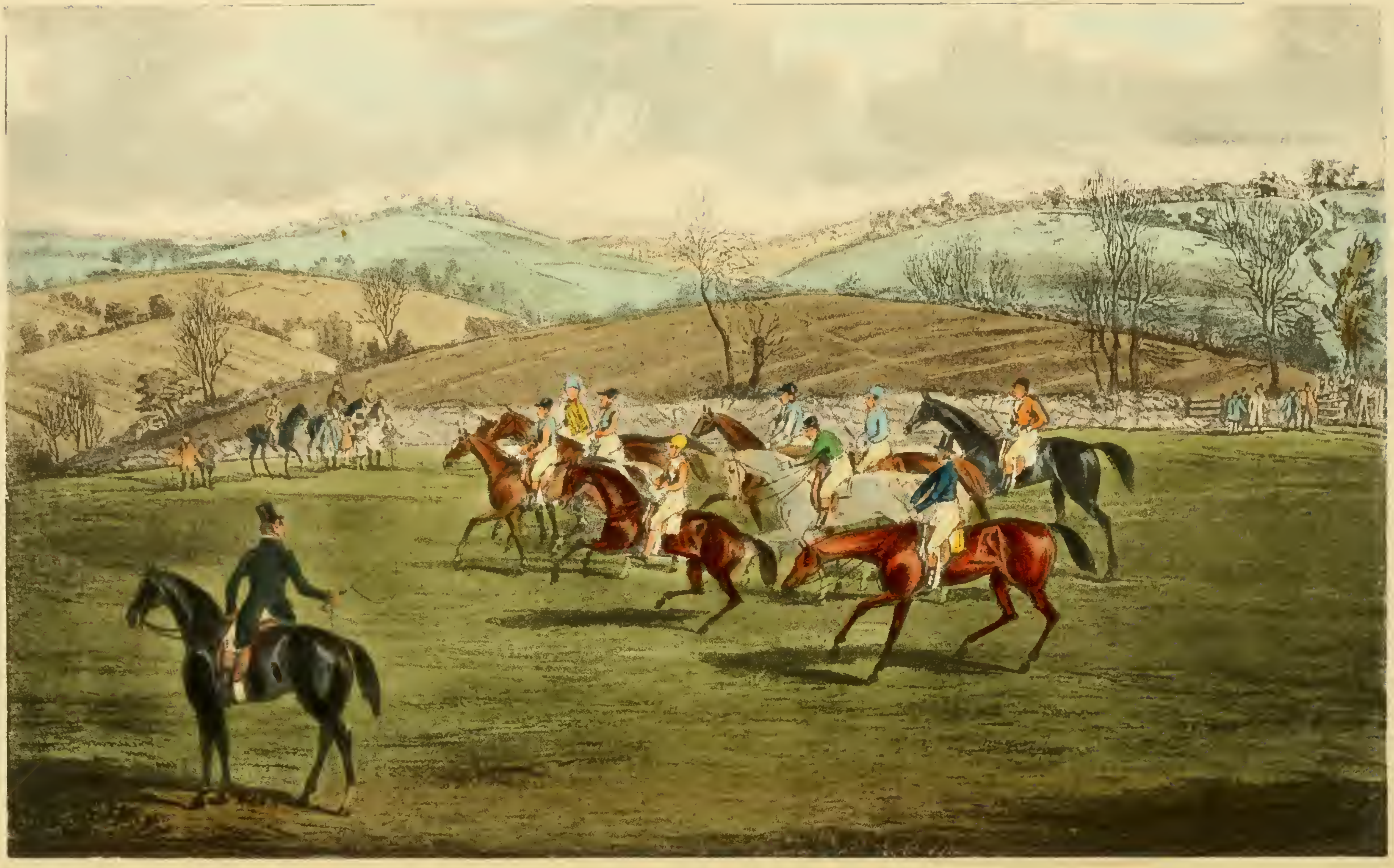
# A HISTORY OF STEEPLE-CHASING

W. C. A. BLEW



# A HISTORY OF STEEPLE-CHASING

BY

WILLIAM C. A. BLEW, M.A.

AUTHOR OF "THE QUORN HUNT AND ITS MASTERS"
(EDITOR OF VYNER'S "NOTITIA VENATICA," AND RADCLIFFE'S
"NOBLE SCIENCE OF FOX-HUNTING")

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1. Sir Harry Goodriche's Magic: Mr. Field Nicholson
2. Mr. Marxe's King of the Valley: Dick Christian
3. Mr. Patrick's Lazy Bet: Bill Wright
4. Captain Ross's Clinker: Mr. Heycock

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The First Steeplechase on Record. Drawn by Henry Alken.

I. Ipswich : The Watering-place behind the Barracks. Preparing to start.—All sorts of odds : the Grey for choice.

"In the centre stood the Grey Champion, ridden by the challenger, armed 'cap-a-pie' in strict accordance with the prescribed array of 'night-shirt, overall'—his servant taking up another link in the curb-chain—whilst the Major, standing beside his black Old Trooper, returned him full rations of his raillery. Lieutenant Lounger's nag appeared to be gazing in wonder at the many shadows thrown by the grass-blades waving in the moonlight ; and in an opposite direction, the white top-knot of young Subden's nightcap might just be seen peeping above his saddle-bow, as with one foot already in the stirrup he stood prepared to mount" . . . . . . . . . . 134

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"Subden was here the first over the fence, a sturdy wattle, with a double fosse ; but his lot was not cast with a 'white' bean, for horse and rider turned a somersault together, and rolled incon-

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tinently into one dirty ditch, whilst Major Medley stood upon the fence and flung his shirt-tail to the wind as he tugged at the 'Old Trooper,' who was stuck fast in the other. Lounger was the first safely landed ; next to him Hansum on the grey ; then Cannon-ball on a hot bay whose head and tail were always stuck up high in mid-air ; and lastly Simpson" . . . . . . . . 194

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"Yah ! Yah ! Yah ! screaming and whooping like devil-rid maniacs, they clattered through the quiet village. Cannon-ball first, Lounger next, on one side of him Simpson, on the other Hansum and the grey, who still proved himself at the top of the tree in timber-leaping by taking a fallen elm in his stride. Subden brought up the rear, with shrill and echoing shrieks which brought the villagers affrighted from their beds" . . . . . . 274

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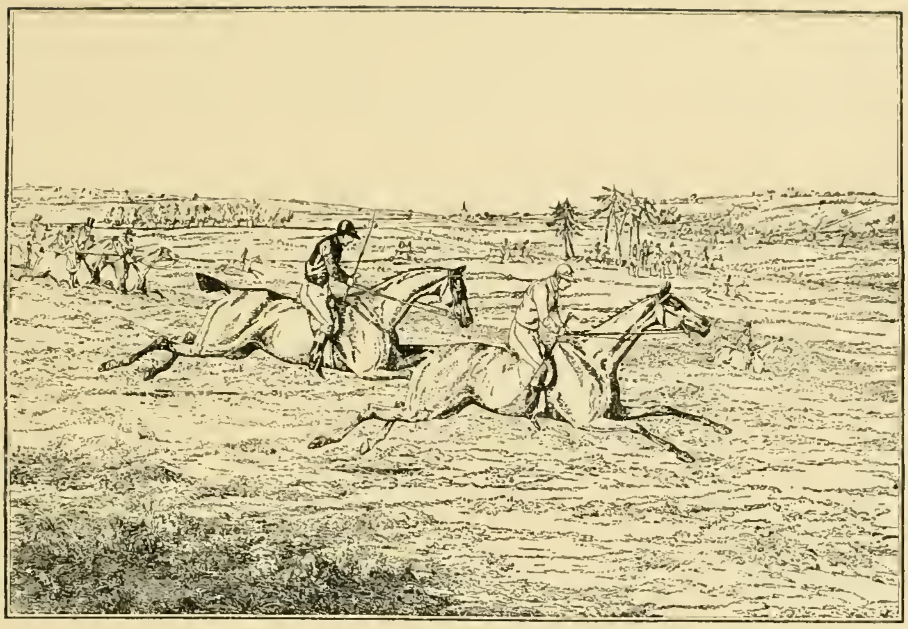
# CHAPTER I

## THE DAWN OF STEEPLECHASING



THE START—OFF THEY GO, WITH WHITE FOR CHOICE

# CHAPTER I

## THE DAWN OF STEEPLECHASING

HOW, where, or why steeplechasing came to be indulged in cannot be accurately ascertained. Mr. J. P. Hore, who is never weary of examining old records, tells us that there was steeplechasing of a kind at Newmarket as early as the time of James I. Those races took the form of hunting matches and wild-goose chases, but they could have had but little in common with even steeplechasing of a hundred and fifty years later. When about five years ago Mr. McCalmont instituted steeplechases on the Links at Newmarket, Mr. Hore brushed up his memory, and reminded us once more that there is nothing new under the sun.

Although many dates and facts are wanting, it is easy enough to see how steeplechasing gradually came into fashion. Men have hunted from time immemorial, but it was not every hunting day which sufficed to decide the merits of two or more horses. Hunting runs took place then as now, and it was only occasionally that a straight away run was enjoyed, and the fleetest horse was enabled to show his superiority. Just, however, as the facetious Lord Alvanley regarded hounds as so many hindrances to what would otherwise have been very excellent fun, so, long before his time, rivalry in the hunting-field led to challenges being issued and accepted to ride three or more miles over a country. They were merely private affairs, however, and at a day when sporting intelligence was rare were not recorded.

Putting the hunting matches and wild-goose chases on one side, however, Ireland would appear to have been the birthplace of steeplechasing, just as she has been for some years its most consistent supporter. In the possession of the family of O'Brien, of Dromoland, is an interesting old document which gives tolerably ample particulars of a match over four miles and a half of hunting country; and it may here be remarked that all the early steeplechases were matches. The parties to this Irish match, which took place in 1752, were Mr. O'Callaghan and Mr. Edmund Blake, the course being from Buttevant Church to St. Leger Church. The winner of the match, however, is not given. Without reciting all the earlier matches, it does not seem to have been until the year 1792 that the first steeplechase with more than two starters took place. This sporting affair came off in Leicestershire, then the home of hard riders. The competitors were Mr. Charles Meynell, son of the famous Hugo Meynell, Lord Forester, and Sir Gilbert Heathcote. The course was from Barkby Holt to Billesdon Coplow and back, a distance of eight miles in all, and this happens to be the identical course over which Mr. (afterwards Captain) Horatio Ross on Clinker, and Captain Douglas on Radical, rode their famous match, except that they ran one way only. Mr. Charles Meynell was the winner of the above race, Lord Forester was second, and Sir Gilbert Heathcote third.

In the March of 1792, there took place in Leicestershire a very curious steeplechase match for the sum of 1000 guineas. One of the horses belonged to Mr. Loraine Hardy, and the other the best hunter that the Hon. Mr. Willoughby[1] could procure. The course was from near Melton Mowbray to Dalby Wood, a distance of about nine miles. Curiously enough, with the best men in England to select from, Mr. Loraine Hardy elected to put up his valet as jockey, Mr. Willoughby's whipper-in riding for his master. The betting at the start was 6 to 4 in favour of Mr. Hardy's horse, which won with great ease, owing, as was said, to the excellent local knowledge of the rider. The affair, we are told, created the greatest excitement in Leicestershire.

What has been called, though in any case erroneously, "The First Steeple Chase on record" is a very mythical affair, in fact it is almost certain that it never took place; it must have been a joke on the part of Alken, who painted the pictures. Most people who look into picture-shops must have noticed coloured plates representing a number of soldiers clad in blue overalls and wearing, in lieu of orthodox jockey costume, night-shirts and conical-shaped night-caps with a tassel at the top, like those worn by our ancestors. These wild horsemen are represented as riding by the light of a brilliant moon over a natural country which would be esteemed severe at noontide, for some are jumping gates, and others that fence which Alken so delighted to portray—a wattled hedge and bank.

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[1] Afterwards Lord Middleton. At the date mentioned he hunted what is now Lord Middleton's country.

If this sensational affair ever took place—it was supposed to have come off just before Christmas 1803—it would have been commented upon at the time; but the most careful search has failed to reveal even passing mention of it. Many years later a so-called account of the chase came out in the *Sporting Magazine.* It was therein stated that the steeplechase had its origin during mess at the Ipswich barracks where a cavalry regiment was quartered. A certain Mr. Hansum offered to back a horse of his against that of any man in the regiment, and the challenge being accepted by several, it was agreed that both the challenger and those accepting should start together, and, as there is no time like the present, and as the moon was shining brightly, an immediate adjournment was suggested, and the race is then and there supposed to have come off, the finish being at Nacton. Even the conversation which led up to the steeplechase was narrated with great circumstantiality in the *Sporting Magazine;* and the incidents by the way are as fully described as though a skilled reporter had been riding in the wake of the competitors; but, as I have said above, there is every reason to arrive at the conclusion that the race never took place at all.

Returning for a moment to Ireland, the Turf Club was asked to decide on a steeplechasing question at Ballyshannon on the 3rd January 1793. From old records we learn that four horses started for a stake of twenty-five guineas each. The conditions were somewhat peculiar and primitive. One of the horses was to carry a light boy, who promptly made the running when the signal was given to start. One of the reputed conditions of the run was there should be a six-foot wall in the course, and when the boy came to that obstacle he jumped off, turned his horse over, scrambled over the wall, remounted, went on and eventually won the race. One rider and his horse cleared the formidable wall, while the two others refused. The question the Turf Club was asked to settle was whether the horse carrying the boy could be said to have won? The conditions of the race, by the way, provided that the horse ridden by the boy should carry a "featherweight," no definition being given of the term, consequently, when the case came on for argument, it was contended that the boy had lost because he dismounted at the wall. On the other side it was contended that the conditions were satisfied by the horse having the saddle on his back when he leaped the wall, and by carrying the saddle he carried a featherweight. How the Turf Club settled the knotty point is not known, but, in all likelihood, against the featherweight.

Just about this time it appeared to be the custom in Ireland to stipulate for fences of a certain kind, a four-foot obstacle and a four-foot drain to be jumped twice in each heat being specified in one race, a regulation which shows that even in the last century courses were not invariably straight on end; and that legislation in the matter of fences was not unknown.

The writer who tells us about the above steeplechase further states that he had seen two Irish horses, the property of a gentleman at Frimley, in Surrey, jump a brook while hunting; the leap, on being measured, was found to be a clear twenty-two feet. Good jumpers in Ireland were often matched against each other, but though it is easy to find bare mention of several of these contests no details are given, neither date nor length of course being stated. We do know, however, that the stakes were as often as not in kind instead of in money, as in one famous steeplechase the winner took a hogshead of claret; in another race a pipe of port constituted the stakes; and sometimes a quarter cask of rum was chosen.

What was termed "a curious horse race" was run over a course (in 1804) from Chapel House to the Cowgate, Newcastle-on-Tyne. The competitors were Captains Prescott and Tucker of the 5th Light Dragoons. The conditions of the race certainly entitle it to the epithet "curious"—it was indeed a veritable case of "steeple hunting" as it was called. The riders were not to deviate from the object in view by more than fifteen yards, no matter how formidable might be the fences encountered. Within the limits of fifteen yards the leading horse was to have choice of the country, and the other, while not permitted to jump at the same place, had nevertheless to keep within the fifteen yards "and choose another road for himself." Presumably Captain Tucker led most of the way and had his choice of the road, for he won by something like a quarter of a mile.

Not so very long afterwards, that is to say on the last Wednesday in November 1804, an extraordinary steeplechase came off, the parties undertaking to surmount—rather a bold declaration—all obstructions, and to pursue their progress in as straight a line as possible. The competitors were three—Mr. Bullivant of Shroxton, Mr. Day of Wymondham, and Mr. Frisby of Waltham, who staked one hundred guineas each. The riders, clad in orange, crimson, and sky blue respectively, started at half-past twelve o'clock to race from Wornack's Lodge to Woodal (Woodwell) and back, a distance of nearly eight miles. The trio kept in a cluster until within about a mile and a half of the finish, when Mr.

Bullivant, riding his favourite hunter, Sentinel, took the lead, and though Mr. Frisby dropped out of the running, a fine race between the other two who were going on side by side appeared more than probable. It was, it seems, permissible for the riders to go through gates, as while Mr. Day was in the act of so doing his horse's shoulder came in contact with the gate post, and the luckless gentleman was thrown with great violence. He was soon in the saddle again, however, but Mr. Bullivant was so far ahead that the race was as good as ready money to him, and so it turned out. Mr. Day and Mr. Frisby had a somewhat bumping finish to themselves, running almost neck and neck for the last half mile. At the end Mr. Day beat Mr. Frisby for second place by half a neck. The time occupied by the race is said, though surely erroneously, to have been 25 minutes 32 seconds.

We have seen that, with very few exceptions, races over a country were matches made among hunting men, and it may be the general opinion that nothing in the shape of a made fence was known until comparatively recently; at any rate until the Hippodrome at Bayswater was established about the year 1837, by Mr. John Whyte. Such, however, is not the case, for very long ago there was a made course at Bedford. The Clerk of the Course at Bedford, one day in 1810, went after the race ordinary at the Swan Inn, Bedford, to the Duke of that name, with whom were General Fitzpatrick and other race Stewards, to speak about the nominations for the following year. A sweepstakes on the flat for hunters was proposed but negatived, it being likely that some race-horse would, as was the case at other meetings, come and swoop down on the prize without showing any sport. The Stewards then suggested that it should be a condition of the race that no race-horse should run. Mr. George

Tower, however, a constant follower of the Oakley hounds, suggested that a more effectual method of keeping out the race-horse would be to put up fences, for the race-horse had not then been taught to jump. Bedford was always noted for being a pretty stiff course, a reputation that must have attached to it from the very first.

Mr. Tower reduced his proposition to writing, and he suggested that the fences should be built up four feet six inches high with a strong bar at the top, to be bound with iron or cart axle-trees. The iron binding, however, was rejected, and a strong bar alone was to be substituted. No sooner were the conditions made public than eleven subscribers entered their names. Thereupon Mr. C. T. Palmer, M.P. for Reading, declared that the race was of an impossible description, but Mr. Tower offered him 200 to 20 that it would come off, but on Mr. Palmer standing out for still more liberal odds they were extended to 200 to 15. As the sequel showed, Mr. Palmer lost and paid up at once.

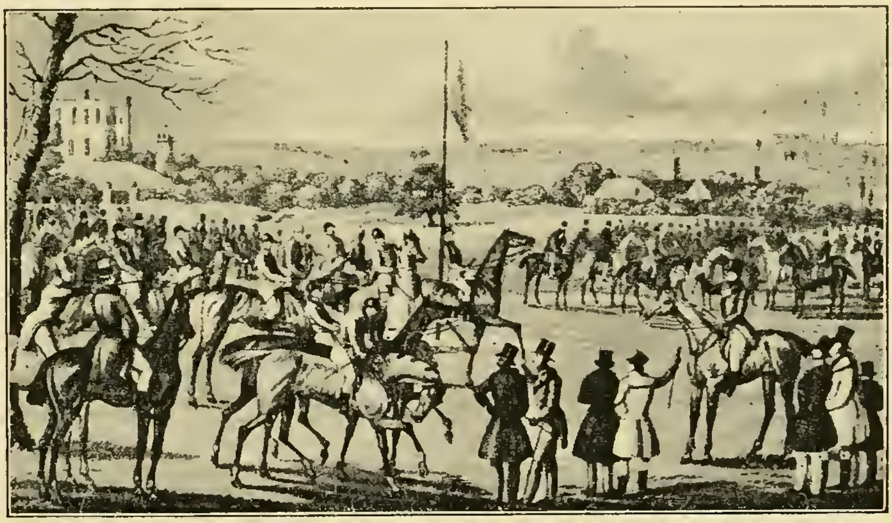
The race was run in three-mile heats. On the night before the race not a bed was to be had in Bedford, nor could a post-horse be obtained for fifty miles round; still when the time came for starting, two competitors only were found willing to go to the post—Mr. Tower and Mr. Spence. There were eight fences in the three-mile course, and every one was cleared by the two horses ridden. Mr. Spence won on his mare Fugitive (late Off-she-goes), and the tradition is that she was the flying mare of that name once the property of Colonel Mellish. Mr. Tower rode his chestnut mare Cecilia, by Marc Antony, dam by Spartacus. Even in those distant days the obtaining the certificate of a Master of Hounds appears to have been a condition precedent for at least some steeplechases, for in connection with this chase we find it announced that both Fugitive and Cecilia had certificates gained by being in at the death of three foxes in Leicestershire, the certificates being lodged with the Clerk of the Course. The riders, it is said, cleared about a thousand pounds between them over this steeplechase, which was decided in the presence of a crowd estimated at 40,000 people.

Derby, whose races and steeplechases are so well known, was on the 1st of December, 1812, the scene of a steeplechase match between Mr. Breary's chestnut horse Joe Miller, owner up, against Mr. Whittin's black mare Black Diamond, ridden by a groom in the employ of a Captain Silwell or Sitwell. The course of four miles was intersected with forty-three fences. If the recorded time—14 min. 30 sec.—is to be depended upon, the pace must have been pretty good all through. Joe Miller won by a couple of lengths.

Soon after the decision of the above contest, that is to say on the 17th of March 1813, Ireland again came to the fore with a weight-for-age race—four-year-olds 10 stone; five-year-olds 10 st. 7 lbs.; six and aged 11 stone. The race, which was for a stake of 100 guineas with ten guineas for each horse entered, took place at Racroghan, in the county of Roscommon, over a course of six miles in which were six walls each five feet high, and several wide ditches. The winner was Mr. G. Harkram's Young Blacklegs, 4 years; Mr. W. French's mare by Swordsman, 5 years, finished second; and Mr. J. French's Peter Finnarty, a six-year-old, was third. The other three runners were Mr. Plunkett's Barony Boy, 6 years; Mr. B. Blake's Merryman, 5 years; and Mr. J. French's Wellington, which started favourite. Two others were entered but did not go to the post. The favourite and the winner had a close race for the first five miles. One need not be surprised to learn that occasionally people made matches which were very foolish, and in this category must be classed that which on Twelfth Day, 1818, took place for 100 guineas between Mr. R. Melprop, and Mr. Arnold of Stamford Hill, near London. Coleshill was the starting-point, the finish being at a house belonging to Mr. Arnold, at Wade Mill, Hertfordshire. The distance between these two points was estimated, but certainly over-estimated, at twenty-six miles in a straight line, seeing that the winner came in under two hours from the start. Mr. Arnold probably knew the country better than his opponent, but he swam a river in order not to lose distance, and perhaps not to lose touch with the country, for the day was very foggy. Mr. Melprop did not attempt to swim the river, and so was thrown out; but he, too, completed this long course in less than a couple of hours. "This," says the record, "was considered a masterpiece of performance of the sort, and neither ever touched a road but to cross it."

Going on to the year 1819, steeplechasing in Ireland is described as "a sort of racing for which the Paddies are particularly famous, and in which, unless the rider has pluck and his horse stamina, they cannot expect to get well home." One would think not indeed, seeing that at Lismore was held "a complete tumble-down race," of which, however, the precise conditions are not given, though some of the competitors appear to have acted quite up to the spirit of the affair. Mr. Foley's Brown Bess, for example, fell no fewer than four times, and she won; but if tumbling was a sign of merit, the third horse should have won, as he came down half-a-dozen times. The report of the race says that there were "six falls, but nobody killed. Betting at starting was that there would be six falls." It is permissible to assume that horses fell in these tumble-down races because men rode at seemingly impossible places, and they must have been at least the equals of Assheton Smith—he one day fell over five gates in the course of a single run with his hounds—in daring. Then in Scotland, near Dundee, there appears to have been a steeplechase over a seven miles and a half course, from the top of Dundee Head to Kilpurnie Hill, and this was virtually a "tumble-down race," inasmuch as two out of the three starters who essayed to ride the direct line never reached the end at all, not at least within a mile of the first arrival, who won by more than that distance after taking "a circuitous route," which means that he shirked all the very big places and managed to stand up till the finish.

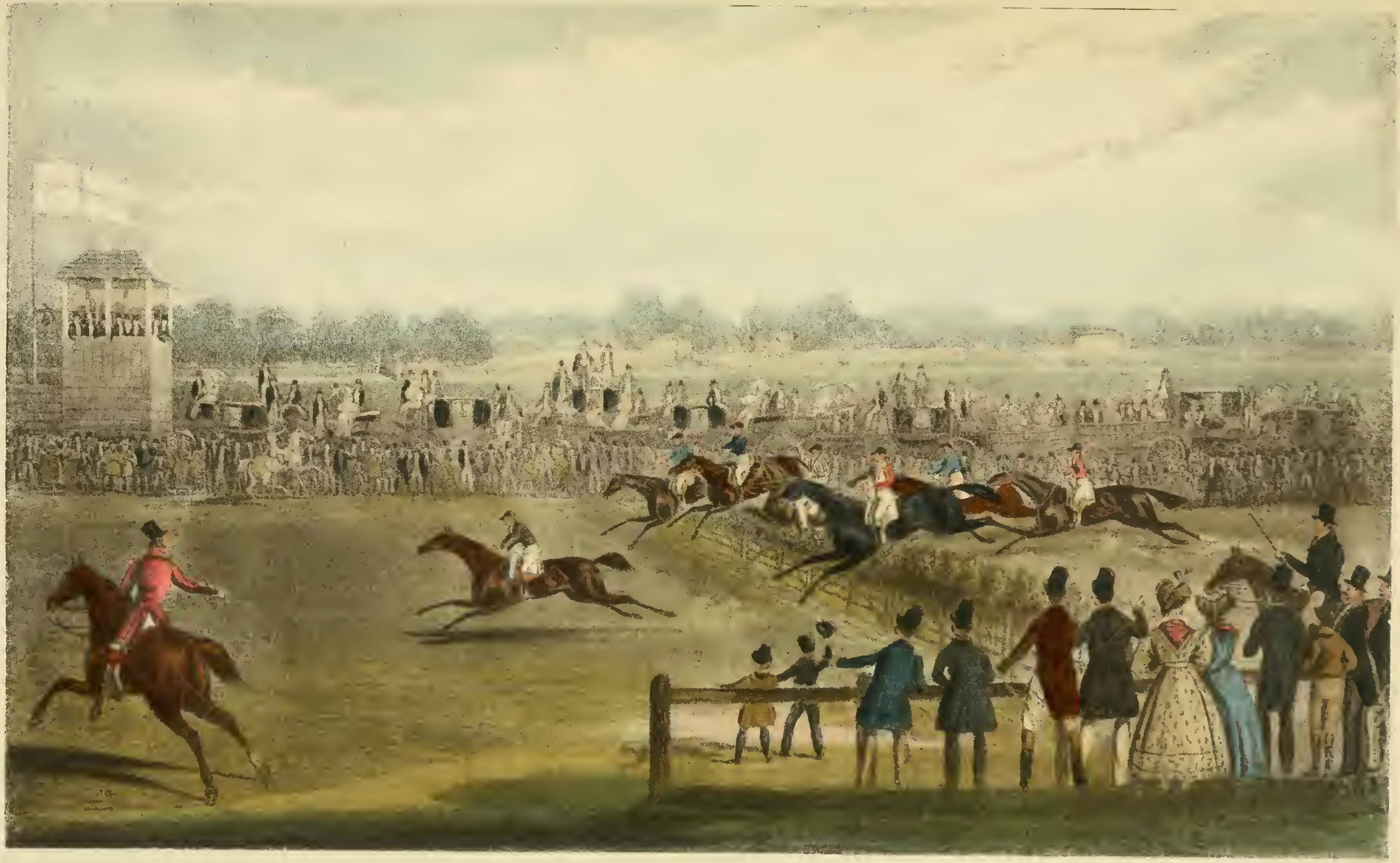
Enough, however, has been written about primitive steeplechasing.



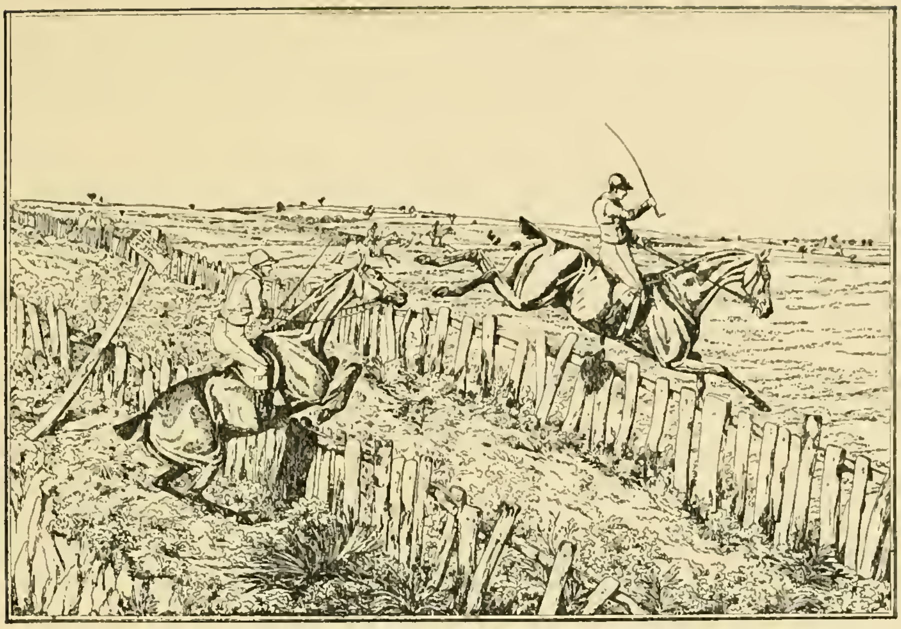
A STEEPLECHASE—THE START

# CHAPTER II

## ORGANISED STEEPLECHASING



THE ST. ALBAN'S STEEPLE-CHASE. DRAWN BY JAMES POLLARD.



GETTING OVER AN OLD BLIND ROAD-WAY, AND DOING IT WELL—EVEN BETTING

# CHAPTER II

## ORGANISED STEEPLECHASING

### St. Albans

FROM the previous pages it will have been seen that hitherto there were no regularly organised steeplechase meetings. People made matches and entered into sweepstakes on any terms they pleased, but there was no sort of attempt at anything like steeplechasing as we now know it, and what would be the present condition of that branch of sport had it not been for Mr. Thomas Coleman, trainer, roughrider, innkeeper, and father of steeplechasing, it is difficult to say. There is no doubt in the world that in the vicinity of St. Albans, Coleman inaugurated a new steeplechase era; but he was not, as some have imagined, a mere speculating innkeeper who started a speculative steeplechase just as a publican gets up a shooting match at sparrows or starlings.

Coleman learned his business in the stables of a Yorkshireman named Wetheral, who trained horses at Cherry Down Lodge, near Ascot. When King George III. was on the throne he used to give Plates to be run for at Ascot by horses which had been fairly hunted with his stag-hounds, and in order that they might be qualified to start at Ascot it was necessary for the owners to obtain a ticket, or a certificate as we should call it now, and it was a condition precedent to securing a ticket that the horse should have been in at the capture of a certain number of deer during the season.[1] Wetheral, who appears to have trained not a few of these Ascot race-horses, used to put up Coleman to ride them in order to procure the tickets. At that time the master was Lord Cornwallis, and the huntsman David Johnson.

Having acquired some knowledge of training, "Tommy" Coleman, as he was usually called, set up on his own account in 1815, and was soon put in charge of a few horses belonging to Mr. Law,[2] and Mr. (afterwards Sir Charles) Williams, Brocket Hall Park being his training-ground. With these not particularly valuable studs Coleman went about the country plating, picking up plenty of small prizes, some of which, there is reason to fear, were gained by rather sharp practice. The races at that time were almost invariably run in heats, and on one occasion when one of Mr. Williams' horses was beaten in the first heat, Coleman enticed the trainer of the winner into a drinking-booth and plied him so incessantly with brandy that when the hour arrived for the second heat the trainer of the winner of the first had forgotten all about his business, so his horse was a non-starter.[1]

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[1] On one occasion a follower of the pack being desirous of having a ticket allotted to him, asked George Gosden, the chief of the Yeomen Prickers, for one, but that official replied that he had not noticed the horse that day at the finish of the run. The applicant replied that he had ridden with the King during the whole of the run, whereupon George Gosden, who was what was accounted a hard rider in those days, said, "I daresay you have, sir. If you ride for place you may ride with the King, but if you ride for a ticket you must ride with *me*," from which speech we may infer that Gosden did not think much of his Royal Master's riding.

[2] There were three brothers Law. The clergyman was known as Canon Law, the lawyer was Common Law, and the squire (for whom Coleman trained, and who lived near Windsor Forest) Forest Law.

In 1820 Lord Verulam gave Coleman permission to train in Gorhambury Park, near St. Albans, and as Lord Verulam had a tenant who held two farms, and was desirous of being relieved of one, Coleman took it, together with the farm-houses and stables. He next took the "Chequers Tavern" at St. Albans, with a large yard and premises. He pulled down the "Chequers," and rebuilt, on a twenty years' lease, "The Turf Hotel." Being still desirous of extending his business, the next step was to possess himself of a house adjoining the gateway of the "Chequers," and this he promptly gutted, refitting the interior with stabling for thirty horses, and arranging opposite a ride on which horses could be exercised in wet weather.

"The Turf Hotel," though not very spacious, was a great improvement on the old "Chequers." Coleman knew what sort of accommodation his patrons wanted; so the bedrooms were exceedingly comfortable, while there were baths supplied with hot and cold water—a rare luxury about seventy years ago. Coleman secured the services of a good cook, Val Kingston supplied the wine, and there was as good a billiard-table as could be found in the days of list cushions. Here it was that Mr. Osbaldeston, a frequent visitor at Coleman's house, and by no means a bad hand at billiards, played for one whole week, at £25 a game, with a billiard sharp to whom he lost £3000, and against whom he had been previously warned.

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[1] George Dockeray was the stable's usual jockey, and Coleman always asserted that when he won the Derby on Lapdog in 1826 he was ten pounds overweight. Coleman's next move was to Bulstrode Park, where he included among his patrons Mr. Braithwaite and Mr. Weatherby, and for them he won the Oxford Gold Cup with Gardenia, by Cervantes. This unexpected victory so upset the equanimity of the Sadler and Day families, that Old Grandfather Day (who always had a hunting-whip hanging up at his right hand when he read one of Blair's sermons to his stable lads on Sunday evenings) went up to Coleman and said, "D—n thee; I wish thou wouldst keep to thine own country."

By this time Coleman was getting into his stride. He trained for Mr. Heathcote, the eccentric General Grosvenor, Sir David Baird (the "Davie" Baird of Quorn fame), Mr. John Gully, Mr. Nevill, Mr. Tattersall, Colonel Charretie, Captain White, Prince Esterhazy, Mr. Formby, Mr. King, and others, not to mention a member of the Bar, who, about twenty-five years ago, was on the Bench, and this energetic sportsman would run down on Sunday mornings, see his horses galloped during church time, and then post back again to read his briefs in readiness for Monday. Lord George Bentinck, too, so Coleman used to say, often sent several horses to him when the Danebury or Goodwood stables were replete to overflowing.

One is tempted to add a little to this digression in order to relate the little-known fact, that not only did Lord George Bentinck often stay at the "Turf Hotel," but it was from Coleman that he derived a good deal of that information which enabled him to successfully expose the Running Rein fraud.

Lord George Bentinck wrote to Coleman :—

"Find out who painted Gone-away's leg. Was it Goodman himself or William Saddler? It was painted in London."

Another letter runs :—

"Can the ostler at Bryant's recollect a dirty, mean-looking little fellow, with light-brown or sandy thin whiskers, with a bad knee, kicked by the horse he was leading up, stopping at the 'Red Lion' to bait, on Saturday the 24th of September 1842, and asking his way either to Haines's livery-stables in Langham Place, or else to Mr. Goodman's stables in Foley Place? The colt he was leading up was a high-couraged, unbroke, or rather half-broke bay, entire thoroughbred two-year-old colt with black legs, and not a white speck about him, and a long tail. The colt had also, at that time, a small scar scarcely healed up, on his near arm, just above the knee on the outside. The scar would be about this size (sketch). The man and colt were on their way to Epsom to Smith's training stables. The man's name was Richard Watson."

The colt alluded to in the above letter was Maccabeus, by Gladiator, who at four years old, in 1844, ran in the Derby as Running Rein.

With excellent judgment Coleman proceeded to start a stage coach which ran twice a day from Luton to Watford, "for the convenience of the public," as he stated; but as the coach stopped and changed at the "Chequers"—where, by the way, the Hertfordshire Hunt Club had its headquarters for twenty years—some little benefit no doubt accrued to the astute proprietor of that sporting hostelry. Yet another venture was to build the Turf Cottage (an inn) "upon the site of the winning-post of the first public steeplechase ever run, between two gigantic elm trees." These trees he cut down, and afterwards let the cottage for £50 a year. Coleman afterwards estimated that he had laid out about £2500 on other people's property, an expenditure he subsequently regretted.

Under Coleman's auspices there had been flat race meetings on No Man's Land, and these were afterwards removed to Gorhambury Park, Lord Verulam entertaining those members of the Jockey Club who went down. The drive from London was one of the features of the function, three teams being generally used.

Though Coleman inaugurated and managed the St. Albans steeplechases on No Man's Land, where George IV. won a race with Hindostan, the idea appears to have originated with some officers of the 1st Life Guards who were one evening dining at the "Turf Hotel." The officers suggested the meeting and left all details to Coleman, who was not slow in making his arrangements.

This first so-called St. Albans steeplechase came off some little distance from the town in 1830. There were sixteen starters, and Coleman sent them on their way from the hill on which Harlington Church stands. The winning-post was the obelisk in West Park. Coleman's system was to test the merits of hunters by having a right away race over a country to some distant landmark, and not to permit the riders to see over the line and break down the fences prior to the start, from which we may conclude that the trick of making an easy way at some difficult obstacle was not unknown.[1] The line over which this race was run had not been crossed by any pack of hounds, consequently there was neither a track nor gap from start to finish. On this occasion Colonel Standen, belonging to one of the household regiments, was umpire, Lord Ranelagh's grey horse Wonder, ridden by Captain MacDowall, also a Guardsman, was the winner, the second being a little Irish horse called Nailer (which had only just been landed from Ireland and was in poor condition), belonging to and ridden by Lord Clanricarde,[2] a very fine horseman.

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[1] In some race in which Jem Mason was once engaged there came in the line a stout gate, and by jumping it much distance could be saved. The owner of Jem Mason's mount told him to ride at the gate, as he would saw the top bar nearly through. So he did, but the trick was discovered, and the gate made stronger than ever. In the race itself Jem rode confidently at the gate, but as the top bar did not give way, he took a severe fall and no further part in the race.

[2] The Marquis of Clanricarde, born on the 20th of December 1802, succeeded his father as fourth Earl on the 27th of July 1808, and was advanced to an Irish Marquisate in 1825; he was created a Baron of the United Kingdom. He was educated at Eton and Oxford; married Canning's daughter, and was appointed private secretary to his father-in-law. When twenty years old Lord Clanricarde made his debut on the race-course at

Lord Clanricarde's fame came in advance to the St. Albans steeplechase course; for when Captain MacDowall asked how he should ride Wonder, the reply was that he was to pay no attention to anybody, but that he was to wait upon Lord Clanricarde. These directions the gallant Captain carried out to the letter. He never left his leader, and finally beat Nailer for speed and won, the two coming in some way in advance of the remainder.

The rider of Mr. Angerstein's Tatler lost his way, so, of course, the horse had nothing to do with the finish, which was so far unsatisfactory to Mr. Angerstein that

the Curragh in 1822, winning the first Corinthian race ever run in Ireland on Penguin by Waxy Pope, and in the following year won the same race on the same horse. Among his other flat race successes was a good race at Loughrea on a miserable-looking horse named Sarsaparilla, belonging to the parish priest, and the result of the race so delighted the peasants that they were heard to exclaim, "Sure, if he was on an ass of Father Pater's, wouldn't he have a right to win?" For flat racing, however, Lord Clanricarde cared little, much preferring the more risky amusement of steeplechasing, of which he enjoyed his first experience soon after leaving Oxford, winning on Hawk, by Scherdone, over the stiff Roxburgh course in County Galway. In the line were four five-feet walls; but the last one measured five feet nine inches where Hawk jumped it. In the next year he won the same event on Mr. Perose's Rollo; but nine inches had by that time been taken off the last of the walls. After riding Nailer as above mentioned at the first St. Albans steeplechase, he won a couple of cross country events in the metropolitan district on Elmore's Moonraker, a determined puller, but such a fine and big jumper that he is said to have cleared a lane with Lord Clanricarde during a steeplechase near the Edgeware Road. His Lordship hunted with Mr. Grantley Berkeley's stag-hounds at Cranford, and also with the Oakeley after Mr. Berkeley took that country. It was at this time that Mr. Berkeley organised a steeplechase at Bedford, and asked Lord Clanricarde to ride for him. Parliament was then sitting, but his lordship hacked down from London, rode in the steeplechase, hacked home and was in his place at Westminster in the evening. He was very hard over a country with hounds, and in Leicestershire he broke his collar bone at a fence, mounted again, and came to grief in a brook three fields further on. Among his best hunters was Leatherhead, a grey, the last that the famous Valentine Maher rode with the Quorn in his old form. This horse carried his owner up to the age of twenty-seven years, and jumped an undeniably big place then. Angelo and Gehazi were also two of the Marquis's favourites; while Caustic, with his head and neck all wrong, a bad mouth, and a decided rusher, won the Irish Grand National in 1864 within six weeks of his making his appearance at a Leicestershire covert side.

he offered to run his horse against anything in the race, a challenge which was accepted by Mr. Wombwell, owner of Rockingham, and Lord Ranelagh, the owner of Wonder (the winner of the original race). Thereupon a sweepstakes of a hundred guineas each was at once arranged, the three horses being entered. The event came off about a fortnight later near Bushey, and the correctness of the form displayed in the first race was confirmed in the second, as Wonder was again victorious. Challenges consequent upon dissatisfaction with defeat do not always turn out in a manner favourable to the challenger, but there was an amusing instance of the tables being turned in the thirties. Colonel Thomas Rait of the 15th Hussars was quartered at Hampton Court, and one day entered a new purchase of his in an impromptu military steeplechase. By the time he had crashed through two or three fences, Colonel Rait became alive to the fact that he was riding a blind horse, and was unmercifully chaffed, as may be supposed. The Colonel, however, offered to meet the same field again if he were allowed to select the course. This having been agreed to, the Colonel chose the Thames. The same field of horses started again, and into the river they went amidst shouts of laughter. The blind horse was naturally first into the water, and, as he could see nothing, went straight ahead and beat all the others who tried to reach the other bank.

## 1831

What I have called the first St. Albans steeplechase was really not the first of the series, but a sort of preliminary affair suggested by the soldiers. The undertaking, however, appears to have whetted the appetite of Coleman and his supporters, and so a regular meeting was held on the 1st of March 1831, under the name of the Hertfordshire Steeplechase. The conditions which governed it applied, with slight variation, to those decided in subsequent years, so it may be convenient to give them here.

> A steeplechase of 10 sovereigns each (that of 1830 was 26 sovereigns each), free for any horse carrying 11 st. 7 lb. four miles across a line of country within 28 miles of London; to be rode (*sic*) by gentlemen, and no person to ride more than 100 yards on any road or lane in the race, the last horse to pay the second horse's stake, the winner to be sold for 500 sovereigns, if demanded within three hours after the race. The stakes on February 17, and the starting-point will, of course, be named on the morning of the race. Mr. Coleman of the "Turf Hotel," St. Albans, has the entire management of the affair.[1] Mr. S. W. Heathcote has consented to act as umpire.

Thirteen horses were entered, and of them one dozen came to the post: they were—

| | | |
|---|---|---|
| Mr. Lee's b. g. "Moonraker" . . . | Mr. Parker . . | 1 |
| ,, Judson's br. g. "Broomfield" . | ,, Reynolds . | 2 |
| ,, Jud's b. g. "Wellington" . . . | ,, Raynes . . | 3 |
| ,, Meyrick's b. g. "David" . . . | ,, Westley . . | 4 |
| ,, Thomas's g. cob "Birmingham" | ,, Hudson . . | 5 |
| ,, Stone's gr. g. "Monk" . . . | —— . . | 6 |
| ,, Russell's b. "Mountebank" . . | ,, Thompson . | 7 |
| ,, Judson's b. g. "Hazard" . . | ,, Judson . . | 8 |
| ,, Caldecott's bl. m. "Betsy Dover" | ,, Fish . . . | 9 |
| ,, Ellward's gr. g. "Cavalier" . . | ,, W. Weston . | 10 |
| ,, Cox's b. g. "Nelson" . . . . | ,, Cater . . | 11 |
| Lord Ranelagh's b. g. "Wildboar" . | Captain Becher . | 12 |

After having weighed, the jockeys were conducted to a field on the St. Albans side of Coombe Wood, on Shenley Bunny farm; the winning-post was in a paddock at the back of Coleman's stables at St. Albans. The course was marked by flags.[2] Mountebank jumped off with the lead, which he kept for the first of the four miles, when he gave way to Wellington, who went on several lengths in front until the end of the second mile. Then Moonraker, who had been tearing at his bridle, galloped to the front, and, without ever having been again headed, won somewhat cleverly in the hands of Mr. Parker, who on that occasion wore the same crimson jacket in which Conolly rode Mr. Beardsworth's Birmingham, the winner of the St. Leger of 1830; but Moonraker, though running in Mr. Lee's name, was understood to be the property of Mr. Beardsworth, of the Birmingham Horse Repository, hence the same colours. Cavalier dropped his hind legs into a ditch as he jumped into a lane, and in the ditch he remained for several minutes—probably an exaggeration, as he afterwards "ran home remarkably stout." Wildboar fell from sheer distress (owing to want of condition) when he was a few yards only from the winning-post, and from all accounts it was only Captain Becher's careful riding that enabled him to go on to the finish, as he was beat a mile and a half from home. After he tumbled down he was bled in accordance with the practice of the day and was able to walk to his stable.

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[1] The steeplechase was at first fixed for the 24th of February, but was postponed.

[2] There is ample evidence to show that the course was not flagged out as at present, but that the turning flags only were exhibited.

One of the riders in the above race was Captain Becher, who was sufficiently famous to merit some notice here.

Captain Becher, besides giving his name to the brook at Aintree, was a notable man in the steeplechase world in his day. He was son of a Norfolk farmer and dealer commonly known as "Old Becher," the "last of the leather Breeches." "Old Becher" was himself no mean horseman; he was as well known at Tattersall's as George Rice or Newcomb Mason, and many of the horses he bought there came in due course under the hands of his son, Captain Becher, whose courtesy title, by the way, was bestowed upon him by the Duke of Buckingham, whose regiment of Yeomanry he joined. Becher senior was an excellent tutor for his son, who from his cradle was "broke to saddle," as his father put it, and the old man was wise in his generation, for he never allowed his boy to ride a donkey, on the plea that if a boy rode a donkey well he would never be able to handle anything else. The future Captain Becher ran the gamut of all kinds of ponies; schooled the horses his father bought, and in due time reached the summit of his ambition—a mount in a steeplechase. At home he had any number of horses through his hands before he came across anything with a decent mouth and a capability for jumping; but, riding so many rough ones, taught him invaluable lessons. His horsemanship, while young Becher was still a youth, was of such a finished nature that some friend who had seen him ride was so taken with his skill that with the wish to further his advancement, he procured for him an appointment in the Store-keeper General's department, and for about two or three years he was abroad with the army of occupation. Peace, however, and Tommy Coleman of St. Albans, combined to carry him well into the steeplechasing world. Becher's occupation underwent a change, and all at once the Captain found himself famous, and his name familiar to everybody. Coleman always declared that he gave Captain Becher his first mount at Hounslow on a horse called Reuben Butler. The Captain used to ride most of Coleman's horses, and lived at his house on and off for twenty years.

For steeplechase riding, as it then was, Captain Becher had every qualification—fine hands, iron nerves, an even temper, and a remarkably quick eye for a country. So many mounts were offered him that people often wondered how it was that he was able to ride within a comparatively few hours at places so far distant from each other, but with the possible exception of old John Day, whose energy knew no bounds, Captain Becher was one of the hardest travellers of his day, and often and often, as soon as he had ridden his last race for the day, he would mount his hack or jump into a "bounder," as the yellow post-chaises were called, and be off to some new sphere of action, frequently travelling all night. With the general public Captain Becher was a prime favourite; he always rode to win, never deceived his backers, and was always noted for persevering to the very end, and many a race did he win by tiring out an opponent, or winning by a narrow margin when his leader had fallen. Whether he won or lost, however, he was always in the same even frame of mind, and was as ready to sing a song after one of his supposed certainties had been upset as he was when he brought off one of them.

Of the many horses he rode, he was perhaps most closely identified with Vivian, on whom he won the great race at Aylesbury when the Marquis of Waterford and Mr. John Elmore regarded it as a certainty for Lancet and Grimaldi respectively. The Marquis of Waterford was so chagrined at Lancet's defeat that he matched Cock Robin against Vivian for a thousand guineas, and was beaten over the Market Harborough course, owing to a fine exhibition of patient riding on the part of Captain Becher. In the following year Saladin beat Vivian for the heavy weight race; but Becher won the light weight race. At St. Albans the famous Grimaldi died with him just after he had won, and, says a writer of the time, "the death of Grimaldi also furnished a striking subject for the artists of the day, and 'the heavy man' of the Adelphi or the Surrey might have imbibed a useful lesson from the attitude and agony which the Captain displayed when gazing on his dead favourite. He lived at that period when Powell on Saladin might be seen in the prints jumping a brook at Aylesbury as wide as the St. Lawrence, and when Dan Seffert, on Parasol, was depicted clearing a fence some fifteen feet high, and dwelling on the top of it like Mahomet's Coffin between heaven and earth."

It was not only across country that Captain Becher displayed his skill. He was very successful on the flat, and among other victories his win on Mr. Bowes's Jagger at Croxton Park, after breaking a stirrup leather early in the race, was much talked about. Considering the many big countries over which he rode, he sustained fewer falls than might have been expected, and certainly fewer than fell to the lot of many of his contemporaries. Nevertheless he had some severe tumbles, and one of them caused him to walk lame for the remainder of his life.

He retired from active work in 1838, honoured by all, but in somewhat poor circumstances, for, as one of his friends said, "He failed to make hay while the sun was shining." This was really a great compliment to his integrity, which, during the eight or nine years he was riding, was never called in question. Some little time after he had given up steeplechasing, a friend of his obtained for him the appointment of inspector of sacks on the Great Northern Railway, but a few months of the work was enough for him, and as his wife came into a little property he settled down quietly, and the life of this fine horseman came to a peaceful end. His remains rest in Willesden Cemetery. Captain Becher was often painted as taking part in steeplechases, but so far as I am aware, no portrait of him as he was in later days exists, and it is a pity that when Mr. Joy published his picture of Tattersall's Yard, he could not have secured Captain Becher's spare figure, intelligent face, and white curled whiskers to place among the other notables of the day.

## 1832

Nineteen horses of what were described as of "the right sort," went to the post in 1832, the conditions of the race being the same as before, except that the winner's selling price was to be £400 instead of £500. The competitors were all stabled in the town, and the riders having saddled and mounted in the "Turf Hotel" yard, the umpire (Mr. Osbaldeston) and Coleman conducted them to the starting-post. At one o'clock a bugle was blown ; the conditions were read, and it was explained that the riders were to keep to the left of the flags throughout. The starters were—

| | |
|---|---|
| Mr. Elmore's b. g. "Moonraker" . . . | Mr. Seffert. |
| ,, Thomas's b. m. "Corinthian Kate" | Captain Becher. |
| ,, Evans's g. h. "Grimaldi" . . . . | Mr. Mostyn. |
| Colonel Charretie's "Napoleon" . . . | ,, Crommelin. |
| Sir W. Geary's b. m. "Arab" . . . . | Owner. |
| Mr. Cox's ch. g. "Rough Robin" . . | Mr. Osbaldeston's Whipper-in. |
| ,, Johnson's "Leperella". . . . . | ,, Stubbs. |
| ,, Tuppin's b. h. "Peacock" . . . | ,, Weston. |
| ,, H. Forbes's b. h. "Zanga" . . . | Owner. |
| ,, Clupp's g. g. "Redstart" . . . . | Mr. J. B. Hall. |
| ,, Orliell's b. h. "Bloomfield" . . . | ,, C. B. Codrington. |
| Captain Horne's "Lucifer" . . . . | Owner. |
| Mr. Thornhill's b. h. "Creeper" . . . | Mr. Patrick. |
| ,, Carey's g. h. "The Monk" . . . | Owner. |
| ,, Adams's b. m. "Lily" . . . . | Mr. Wesley. |
| ,, Comyns's b. h. "Talisman" . . . | Owner. |
| ,, Solloway's "Countess" . . . . | Owner. |
| .. Lelly's b. m. "Bounce" . . . . | Mr. Parker. |
| ,, C. Neville's ch. g. "Hotspur" . . | ,, W. Bean. |

The procession of jockeys passed through the town and by the Town Hall, and were then guided by the nearest route to Ellen-Brook-Green, on the borders of Colney Heath, about a mile and a half from Hatfield. I should have added that at the last moment Mr. Anderson, the Piccadilly dealer, was permitted to enter a grey hunter, so that twenty horses actually went to the post. The start took place at half-past three, Lucifer at once going to the front and showing the way over the quickset hedge and ditch which formed the first obstacle ; but afterwards Captain Becher on Corinthian Kate took up the running, only to come down heavily at the third fence, the mare running half across the field before he could catch her. The Captain, however, was soon mounted again, and was not long in rejoining his horses, so that the pace could not have been very great. Some of the competitors virtually gave up, and some tumbled down, so that when the last flag was turned, and the winning-post came into view, the field had considerably diminished. Moonraker swept round the last turn closely followed by Corinthian Kate, Grimaldi, Bloomfield, and Napoleon. There was little to choose between them at the next few fences, but in breasting the last hill Moonraker and Corinthian Kate jumped the third fence from home almost abreast. At the next fence Moonraker swerved ever so little to the left so as to clear the tree on which a flag was displayed, so that Corinthian Kate presently held a slight lead. Then Moonraker went ahead again, and was so full of running that he cleared twenty-one feet at the last fence. Mr. Mostyn, who had been riding a waiting race on Grimaldi, then brought up the grey, headed Corinthian Kate, and joined Moonraker, the pair running a desperate race home. Moonraker's turn of speed saved him, however, and he won by about half a length ; Grimaldi was second, Corinthian Kate third, Napoleon fourth, and Bloomfield fifth. In the last field the crowd closed in, and besides impeding some of the horses, some of the spectators were hurt.

Squire Osbaldeston, as above mentioned, was umpire, and saw Moonraker, ridden by Dan Seffert, win, beating, as will have been seen, Grimaldi ; but the Squire was so firmly convinced of the superiority of the grey, Grimaldi, then the property of Captain Evans, that he gave Elmore £50 to make a match for £500 a side. It, however, takes two to make a bargain, and on Captain Evans being approached, he expressed himself unwilling to start his horse, so Mr. Osbaldeston surmounted the difficulty by becoming the purchaser of

Grimaldi. The selection of the course was left to Coleman, and he decided that it should be from the seventh milestone on the London and Harrow road to Stanmore. "I'll teach these London riding-masters how to ride," said the self-confident Squire—Dan Seffert, who rode Moonraker, was a riding-master, but an excellent horseman, or he would not have ridden the hard-pulling Moonraker—as soon as the match was made, and his estimate of Grimaldi's powers turned out to be correct, as the grey was in front from start to finish.

Quite the leading figure at St. Albans, when the races were in their prime, was the irrepressible Mr. Osbaldeston. Surrounded by a number of sporting characters he was just in his element, chaffing people all round, and offering to match himself to do anything against anybody.

Once, however, the joke turned against the Squire. One night three hunting men from London were dining at the "Turf Hotel," intending to meet the Hertfordshire Hounds, then Mr. Sebright's, at Gorhambury, when a servant came to the hotel to say that the horse of one of the diners was lame. On being requisitioned, Coleman said that he had but a single hunter at liberty; but as he was engaged in several hunters' stakes he did not care about Sober Robin—that was the horse's name—being hunted at all. However, a Mr. Stubbs, a light weight, had the mount on Sober Robin, who was about as well named as "Placid Joe." He was a perfect brute, without any mouth; he had previously run away with Captain Berkeley up the hill at Goodwood, and Coleman bought him for next to nothing.

On the following day the hounds found and went away across Gorhambury Park. Sober Robin was not long in getting the bit between his teeth, and away he went right through the pack, knocking hounds right and left, and Mr. Stubbs never had a pull until the horse had made nearly the circuit of the Park. Mr. Stubbs was off and on the ground as soon as ever he could pull up, and persuaded a Mr. Caldwell to have a ride. Coleman was out on that day, and the next thing he saw was Sober Robin sailing along with his mouth bleeding, taking every fence in a big country in his stride.

When Mr. Caldwell came home from hunting, he assured Coleman that Sober Robin was worth five hundred guineas as a hunter. Now there was a hunters' stake at Enfield which Coleman fancied that he could win with a mare named Harriette if the pace were made strong enough. He therefore wrote to Mr. Osbaldeston offering him the mount. When he was mounted, the Squire asked Coleman how he should ride him, saying, "I always ride exactly to orders, and then they cannot say afterwards that I ought to have ridden differently." Coleman's riding orders were "jump off and set the others going, then pull Sober Robin back gently and wait." Directly Mr. Osbaldeston touched the horse with his heel he was off like the proverbial rocket, galloping like a mad horse. The Squire, who could neither hold nor steer Sober Robin, went the wrong side of half-a-dozen posts; but he made the pace and Harriette won. Coleman met the Squire returning white with exertion and passion, so he deemed it politic to make a beginning:—

*Coleman.* "Why, Squire, you did not ride the horse as I told you."

*Squire.* "You infernal scoundrel for putting me upon such a dangerous brute. I thought I never should have stopped him."

*Coleman.* "I thought you were a horseman, Squire."

*Squire.* "You deserve to be horsewhipped, you infernal scoundrel; I might have been killed."

*Coleman.* "Why, I have a little boy at home, little Sam Mann, that rides him in a snaffle bridle."

*Squire.* "You and your little boy be d——d."

And much more to the same effect.

Coleman certainly carried his joking to the utmost limits, as the following story, in addition to other instances, will show.

Among other regular visitors to the "Turf Hotel" was a young noodle named Kirwan, who was spending his money as fast as he could.

One evening he made a match with Anderson, the singer, to shoot pigeons for a large sum. The vocalist was a pigeon shot of phenomenal excellence, against whom Kirwan would not, in ordinary circumstances, have had a ghost of a chance. Anderson, however, had a mighty quick temper, upon which Coleman resolved to play. While they were all sauntering down to the field in which the match was to take place, Coleman began:—

> "Jack, there is a man here who wants to bet £10 that you go mad in a twelvemonth."
>
> *A.* "What does he say?"
>
> *C.* "He says he will bet that you are shut up in a mad-house in a twelvemonth. Shall I take him?"
>
> *A.* "What does the fellow mean?"
>
> *C.* "He's a phrenologist and sees something about your head. That's him"—pointing to a young man, the son of a schoolmaster in the town.
>
> Anderson dashed down his hat, and making for the young man bawled as loud as ever he could, "Where are the bumps, you sweep? Where are the bumps?" The spectators flocked round the two men and not unnaturally came to the conclusion that Anderson was mad, for he had worked himself up into such a towering passion that he did not know what he was saying.

Coleman's object was attained, however, for Anderson was so terribly upset by the episode that he could not shoot up to anything like his form, and so Kirwan won. They did some queer things in the "palmy" days of sport!

In the summer of 1833 the prize fight took place between Deaf Burke and Simon Byrne; the *locus in quo* was No Man's Land, of race-course and steeplechase celebrity, and Coleman gave twenty-five pounds to the stakes. With his usual keen eye to business Coleman erected his grand stand on one side of the ring, and had the pleasure of seeing it crammed with spectators at a guinea a head. Simon Byrne died at St. Albans a few days after the battle, and the coroner's jury brought in a verdict of manslaughter against Burke, the seconds, umpires, and referee.

The old steeplechasing men were, as a rule, a long-lived set; and Mr. Joseph Anderson, the famous dealer of 108 Piccadilly, and Old Oak Farm on the Uxbridge Road, mentioned above, was one of them. Anderson in his steeplechasing adventures was always overshadowed by the Elmores, for he never had the good fortune to own a Lottery or a Gaylad. He once had a share in Moonraker, but as the horse had a somewhat doubtful foreleg he sold his share and had the mortification of seeing him beat his horse The Performer at Finchley, while his Grimalkin was once beaten twice in one day by Moonraker. The Performer, however, when ridden by Tom Olliver, once beat Lottery at St. Albans, but the tables were soon turned again.

When, however, Anderson brought out Cigar—he had previously run second to Lottery at Northampton—for the Horncastle Steeplechase, with Allan McDonough in the saddle, Anderson managed to make a mark in the steeplechasing world. They could, it is true, do no more than run second to Charity for the Grand National in 1841, but at other places they enjoyed a wonderful run of luck; and so much was Cigar thought of—in Herring's "Steeplechase Cracks" he is represented making strong running on the right—that in the Novel Stakes at Finchley in October 1842, the conditions were that Lottery and Gaylad should stake £40 each; Cigar, Roderick Random, and Peter Simple £30 each, and all the other runners £20 each. As a matter of fact, however, neither of the cracks went to the post. In 1837 Anderson won at St. Albans the Cup given by Prince Esterhazy[1] with Speculation, run in the name of Mr. Drake, and ridden by Dan Seffert, while Splendour, who also belonged to Anderson, and was ridden by Mr. Solloway, was fourth. George Rice, his head man in London, and his eventual successor in the Piccadilly business, and Woston sometimes rode Anderson's horses in steeplechases, but he always preferred to see his pink jacket and black cap worn by Tom Olliver or Allan McDonough. Anderson sometimes himself would get into the saddle for a steeplechase; but hunting was more to his fancy, and from his farm he would go out with the Royal and Mr. De Burgh's stag-hounds. In Sir Francis Grant's picture of the Royal pack meeting on Ascot Heath, Anderson, mounted on a grey, standing near the leaders of Lord Chesterfield's drag, finds place in the middle distance.

Anderson was, I believe, the first dealer to hit upon the idea of keeping a few hounds, to enable his customers the better to judge of the merits of any hunter they contemplated buying. With these hounds he used to run a drag, and eventually he obtained three or four deer which he used to hunt privately, his field usually consisting of John Elmore, Fitz Oldaker, Jem Mason, Bill Bean, and Dr. Hurman. The latter was in practice in Turnham Green; but what with hunting with the Queen's Hounds twice a week, driving the Windsor coach, in which he had a share, shooting and attending race meetings, there was not much time left for medical practice; but a partner, a friend, or assistant managed that part of the business for him.

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[1] See p. 53.

Dr. Hurman, however, was a fine horseman; and was probably one of the very earliest victims to wire fencing. I knew him well as a boy, and about the year 1859 he came to grief over a strand while hunting with the Queen's, and sustained a bad wound in the neck through falling across the wire. Anderson thought a great deal of his riding and often gave the Doctor a mount.

After some time Anderson left Old Oak Farm, migrating to the Vale of Aylesbury, building some extensive and expensive stabling close to Bletchley; but as, for some reason or other, that place did not suit him, he moved to a place near Weedon, where Charles Clarke, who wrote as "The Gentleman in Black," was curate. Clarke wrote a caricature sketch of him under the name of John Thooughpin. His hounds he took with him from the farm; but they were not much appreciated in the new sphere.

Anderson's next move was to Botley, in the Hambledon country, Hampshire, above all places in the world. On the third day he inquired of his head man, Sam Bilson, what he thought of the new departure. Sam's reply came at once: "Well, Sir, our horses are a good deal too good for this sort of country, and I think that we had better go back to the Vale;" an opinion upon which Anderson at once acted. After a while, however, he returned to Hampshire, buying Longstock of Captain Etwall, and at that convenient house he kept his hounds and hunted hare and deer, his son Captain Anderson and Captain Stewart whipping-in to him. Before long he sold Longstock; went to South Court Lodge, just outside Linslade, Bucks, and very soon afterwards gave up hunting to pass most of his time in Paris.

## 1833

The conditions of the race varied in some small particulars from those of the previous year. Each horse had to carry twelve stone, and the winner had to pay ten guineas, while nothing was said about the last horse paying the stake of the winner or second. The starters comprised Captain Fairlie's Antelope, Mr. Holmes's Roscommon, Mr. Elmore's Bogey (Captain Becher), Mr. Calvert's The Druggist, Mr. D. Radcliffe's Pantaloon (Jem Mason), Mr. Cardale's Surrey, Mr. Elmore's Pall Mall, Mr. Showbridge's Zanga and Hotspur, Mr. Gardener's Talisman, and Mr. Curwen's Druid.

Tittenhanger Green was the starting-point, and that being about five miles from St. Albans, the jockeys had a tolerably long ride.

> The start took place just before half-past three o'clock, Antelope, The Druggist, and Bogey being the first three away; but at the second fence the last-named became first owing to the downfall of the first two. Then Surrey led over the brook, but in another three fields Antelope, who had been remounted, was able to take the lead; and here it may be remarked again that the pace could not have been so very fast or Antelope would not have been in front so soon after his downfall. Hotspur fell at a fence near the first flag, Pantaloon coming to grief just afterwards. Antelope, however, kept the lead and won by about two lengths, followed home by Roscommon, whose rider had taken a line of country a good deal to the right of that run by the other horses. Bogey was third, and the "probable" time was given as "seventeen or eighteen minutes"; fifteen minutes and a few seconds was the professed time for the earlier races.

## 1834

The well-known Col. Charretie was to have officiated as umpire at the race of 1834, but he was so ill as to be unable to leave Cheltenham, a place at which he often lived, so Lord Clanricarde officiated in his stead. Twenty horses were entered, and the following were the starters—Mr. H. Peyton's Bamford, The Hon. J. Brand's The Poet, Mr. Stone's Fitzowen, Mr. S. Tibbet's Enterprize, Mr. Price's Newport, Mr. Elmore's Vespa, Mr. Bainbridge's Muley, Mr. Anderson's Gladiator, Mr. Codrington's Premier, Mr. Allen's Zig-Zag, Mr. Jourdain's Moonraker, Mr. Dickens's Vanguard, Mr. Wesley's Buffalo, Mr. Seffert's Dreadnought, Hon. Mr. Maynard's Taglioni, Mr. Fielding's Young Flyer, Mr. Stubbs's Radical, and Mr. Bean's Jerry. The only thing that need be noticed in connection with the course is that a sharp turn was rendered necessary because a certain farmer declined to allow the competitors to ride over one of his fallow fields, so a circuitous route had to be taken to return to the original line. The race was a chapter of accidents. Moonraker, the peerless fencer, fell thrice; The Flyer belied his name by refusing seven fences and falling at three, while, as if that were not enough, he threw his jockey, Mr. Crommelin, at a gate, and as the rider had taken the precaution to tie a long string to the reins, so that in the event of a fall he should not lose his horse, his hand was severely cut at the gate by the cord; and Zig-Zag was cannoned against and nearly knocked down by a mounted spectator. Up to that point Zig-Zag was in the running, the race being virtually confined to him, Jerry, Bamford, Vanguard, Radical, and, after about half the distance had been covered, The Poet. The latter during the last part of the race took the lead and won with great ease by twenty lengths.

The winner of this St. Albans steeplechase, The Poet (he was one of the despised recruits from the flat, and was a tremendous puller), entered as Mr. Brand's (he was afterwards Lord Dacre), was really owned by old Lord Frederick Beauclerc, rector of St. Michael's, St. Albans, who generally had a good horse or two in his stable. Jem Mason rode The Poet, that being about his first appearance in a big race. Lord Frederick was immensely pleased at winning, but next day he said to Coleman, "I wish these newspaper blackguards would leave me alone; they keep hitting me." Said Coleman, "Why?" The reply was, "Don't you see? Because I am a parson." Lord Frederick Beauclerc and Coleman were great friends, and they used to play billiards together for half a sovereign a game for hours together. Coleman was with him just before he died; but the old gentleman could not speak, when Lady Beauclerc said, "I know by his eyes that he wants you to have a glass of wine and a biscuit."

As already mentioned, this was Jem Mason's first appearance in public, at any rate in an important steeplechase, so at this stage a notice of the great horseman may not be out of place.

Jem Mason was born at Stilton, where his father bred, and dealt in, hunters, and was mixed up in the stage coaching business. It is said that Mason senior had about the best collection of hunters to be seen anywhere. Jem was educated at Huntingdon Grammar School, where he was a contemporary of Frank Butler, the famous flat-race jockey. Being the third son he was kept at home a good deal, his elder brothers, Newcomb and Tom, being already out in the world.

Of course from early infancy Jem Mason was accustomed to ride, and he began his hunting career on a pony which was such a wonderful performer that Sir Richard Sutton bought him to teach his sons to ride over a country. Deprived of his pony, Jem was promoted to a Galloway, which in his hands turned out quite a finished boy's hunter; but the first full-sized horse he ever rode belonged to his father, and ran leader in the York Express.

The middle ground men in the old coaching days often had a hard struggle to make both ends meet, since they had none of the bookings, and a little bad luck with their horses frequently brought about a great loss. Mr. Mason, senior, was unfortunate in his coaching speculations, so giving up his house and business at Stilton, he removed to Woodhall, Pinner, a step which had no slight influence upon the after life of his son Jem. Old Mr. Mason's new residence adjoined Dove House Farm, where Mr. Tilbury, the famous dealer, and father of the first husband of Miss Lydia Thompson, the actress, kept a fine stud of two hundred hunters. When the family moved to Pinner, young Jem, to save his father the price of his coach fare, rode his Galloway the whole distance, covering the eighty miles in the day. He had not been at Pinner very long before Tilbury engaged him as roughrider, and he used to be occupied in schooling six or eight horses a day. His schooling duties necessarily led to his hunting a great deal. It was with Mr. De Burgh's stag-hounds that he first met Bill Bean, while he was also well known with the Old Berkeley, then under Mr. Harvey Combe, and the Hertfordshire, then kept by Mr. Sebright, and hunted by Tom Oldaker. It was with this pack that his probable steeplechase abilities were first discovered, the discoverer being none other than Lord Frederick Beauclerc, who asserted that "that boy picks his ground better than any of them." Taking a fancy to him, he asked him to ride that hard puller, The Poet, a few times with hounds, and then, as already mentioned, gave him the mount on him in the St. Albans steeplechase.

The weight in those days was twelve stone each, and as young Jem Mason scaled something under eight stone, he had to carry more than four stone of dead weight. The Poet refused the first fence; but ultimately, as told above, won in a common canter. He next rode

Prospero at Aylesbury for Tilbury, but he was such a confirmed roarer that people would scarcely believe that he would run fourth to Vivian, as he did in the same year in which they all swam the river. We next find Jem Mason winning at Hatfield on Captain Fairlie's Spicey, and not long afterwards on Wing (who received his name from the Buckinghamshire village where a deer was taken after an extraordinary run with Mr. De Burgh's stag-hounds), over a course from Finchley to Barnet, Jem riding his horse past the winning-post without any bit, it having dropped out of the horse's mouth during the race.

At Dartford, soon afterwards, Mr. Bryan put up Jem Mason on The Flyer, to make up the number of starters to secure the added money being given. He told Jem to make the running for his own mount, Red Deer, with which he declared to win, and it so happened that the finish was left to the pair. In spite of the declaration to win—so at least the story runs—Jem rode his best on the second string, and after a punishing finish beat Mr. Bryan and Red Deer. Mr. Bryan had backed Red Deer for a good deal of money, and, after the race, did his best to disqualify The Flyer, but to no purpose. Some very nasty things were said, and for the moment Jem Mason was not over popular.

Just about this time "Old Til," as Tilbury was called, gave a large sum of money for a good-looking horse, but which it subsequently appeared impossible to convert into a hunter, and one day he gave Jem Mason eight falls in the course of a single schooling lesson. His rider, however, stuck to him, and one day when out with the stag-hounds sent him at a brand new gate. He went through rather than over it, for scarcely a bar remained intact, and, of course, tumbled neck and heels into the next field. His rider came safely enough out of the scrimmage, but the horse lay groaning on the ground. This somewhat severe lesson proved the making of him, for when Jem Mason next rode him with Mr. De Burgh's stag-hounds, he turned his head from nothing, and Jem beat everybody so decisively that on the way home Lord Ward offered 300 guineas for the horse. He had, however, been anticipated by Lord Chesterfield, who bought him from Tilbury (who was in ignorance of the horse's latest performances) for 120 guineas.

It was about this time that the London and North-Western line from London to Birmingham was in course of construction, and it cut across Dove House Farm. The railway people put up posts and rails to mark the fences of the permanent way, but the only useful purpose they served in the eyes of Jem Mason was to provide him with excellent leaping bars for his horses!

The nerve which enabled this great horseman to ride his half-made horses at timber stood him in excellent stead on the steeplechase course, and to what extent this was the case was manifest at Stratford-on-Avon, where he rode Lottery against Decider, Railroad, and several other horses. Those who were to ride in the race were walking over the ground to be traversed when they came to a bullfinch of great strength and a locked gate. One of his opponents asked Jem whether he would have the fence or the gate? His reply was "I'll be hanged if I am going to scratch my face, for I am going to the Opera to-night; I shall have the gate, forty miles an hour, and defy any man in England to follow me." He was as good as his word in the race. On his way to the brook he was piloted by old George Dockeray, who, on ahead, signalled, by means of a white handkerchief, where Jem was to take it, and he, getting over without a scramble, won, and reached London in time for the Opera with an unblemished face.

Jem Mason's connection with Lottery,[1] who belonged to Elmore, led to his severance from Tilbury and to his marriage with Elmore's daughter, and for Elmore he constantly rode.

Not a few steeplechasers were made by Jem Mason. Wing, already mentioned, was one and Gaylad was another, and it was on the latter that he once had a terrible ride. When about half way over a four-mile course, his small foot and thin leg slipped through the stirrup-iron, which was soon half way up his leg, and in this most uncomfortable and dangerous predicament he finished the race and rode home a winner. On returning to weigh, it was with some difficulty that he was released from the saddle.

On Gaylad, Jem once rode a very extraordinary match against William McDonough on Croxby, the race being run over four miles of the Harrow country. The accounts throw some light on the style of steeplechase riding in those days, as no fewer than four times in the four miles were the horses reduced to a walk, and when they came to the last fence neither of them could have jumped a stick. The friends of both began pulling the fence down for them, and then Jack Darby, getting behind Gaylad, forced him bodily through the fence, and Jem just managed to keep him on his legs and walk him past the post!

No man ever rode fairer in a race than did Jem Mason, and seldom, if ever, did any rival lodge an objection against him for crossing. There was also another good trait in his character—he was always ready to help a friend, and when the erratic Tom Olliver had nothing left in the world but Trust-Me-Not, he asked Jem Mason to buy him in order that he might have a little ready money. "Don't you sell your horse," said Jem, "but send him to me, and I will win you a race," while the advice was accompanied by a five pound note to pay the cost of the horse's transit. The amount of the added money caused Mason to enter Olliver's horse for a steeplechase at Harlesden Green, and Olliver's man sent Trust-Me-Not fitted with an enormously powerful bit, for he was a great puller; but this Jem at once took off, replacing it by a double-reined snaffle. He won the race cleverly and put Tom Olliver on his legs again. This victory Jem followed up with several others. At St. Albans Trust-Me-Not made a tremendous leap; at Derby he over-jumped himself and came down, breaking Jem's leg, an accident which confined him to his bed for so long a time that he was unable to ride Miss Mowbray at Liverpool.

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[1] See p. 60.

To Paris he went with his best pupil, Lord Strathmore, to win the first big steeplechase ever run there. When it was seen that Lord Strathmore could not win on Switcher, Jem Mason set St. Leger going, and just snatched the race out of the fire. The last occasion on which he ever wore cap and jacket was when he came out of his retirement, at the special request of Lord Strathmore, to ride Abd-el-Kader in a match against The Clown, and if the horse had not been got at, he might have won; as it was, he had to pull up after he had gone about a mile. After he gave up steeplechase riding he went into business with his brother Tom, and his first wife having died in the meantime, he married as his second Miss Seckham, daughter of Seckham, the famous Oxford dealer and hirer out of hunters to undergraduates. After his second marriage he dissolved partnership with his brother, and carried on the business of a horsedealer in Mount Street and at Hendon.

From his earliest days Jem Mason was something of a dandy, in fact so particular was he about his clothes, that it is said the boots he is represented wearing in Herring's "Steeplechase Cracks" were made, the legs by Bartley of Oxford Street, and the feet by Wren of Knightsbridge. Moreover, he is said always to have worn white kid gloves when riding in a steeplechase. After a time Jem's health gave way. The doctors pulled him partially round and he resumed hunting, but soon became so weak that he could scarcely sit his horse. What was the matter with him the doctors did not quite know; they were divided in their opinions, some inclining to the idea that he had cancer, others thinking that he was in a consumption. Jem underwent the operation for tracheotomy, but he was past human aid. He died in October 1866, and was buried at Kensal Green, not a great way from the scene of many of his riding exploits. Up to about a dozen years ago at any rate, two of the sisters of Jem and Newcomb Mason—the Misses Ellen and Harriett—were living in the neighbourhood of Maida Vale.

Colonel Charretie, who was to have been umpire in this year, as already stated, was an Irishman by birth, and he took as kindly to sport as do most of his countrymen. The Colonel, born in 1784, was not more than a lad when he joined one of the regiments of Life Guards, and served with them at Waterloo, being then a Captain. He was an intimate friend of Colonel Berkeley and was invariably at Berkeley Castle when the Colonel was keeping open house and holding the "at homes," and, as one of his friends remarked, few men saw more of life in London and elsewhere than did Colonel Charretie. The same friend left it on record that self-interest and a desire to get the better of his neighbour was his ruling passion, nor did it abate until within a few months of his death. He fought several duels, but always managed to come off with flying colours and without a scratch. Cheltenham, then a very lively place, he made his headquarters, and was generally to be found at the Plough Hotel, a house which was generally full of sporting celebrities, usually bent on dissipation and high play, in which the Colonel could more than hold his own.

At one time Colonel Charretie occupied quite a prominent position in the sporting world, and in steeplechasing, then perhaps more in favour than it has ever been, he was pretty well at the top of the tree, and his active participation in it extended over a tolerably long period; but he cared more about private matches than public racing, and not even the late Admiral Rous was a more inveterate match maker. In 1833 the Colonel became possessed of about the best horse he ever owned, Napoleon, and with him he made a couple of matches, one, which took place near Dunchurch against Mr. Whistler's Countess, over a four-mile course, and the second, extended to six miles over the same line, against Grimaldi, the celebrated grey. The race gave rise to the greatest excitement. Captain Becher rode Napoleon for the Colonel, while Squire Osbaldeston was on the back of Grimaldi. During the race a river had to be crossed, and into it both horses and both riders tumbled. The Squire was the first to scramble ashore, and eventually won by a length and a half; but he was objected to for having gone on the wrong side of some flags. The umpires, Mr. Kench and Mr. Crommelin, being unable to decide the question, it was referred to Mr. Robins, and that gentleman decided in favour of Napoleon. Colonel Charretie, however, behaved very much like a sportsman in the matter, declaring that rather than have any unpleasantness with his old friend the Squire, he would consent to the stakes being drawn, a course which gave intense satisfaction to everybody. In this instance at least Colonel Charretie showed no inclination to best his neighbour. With Gorhambury he ran second to

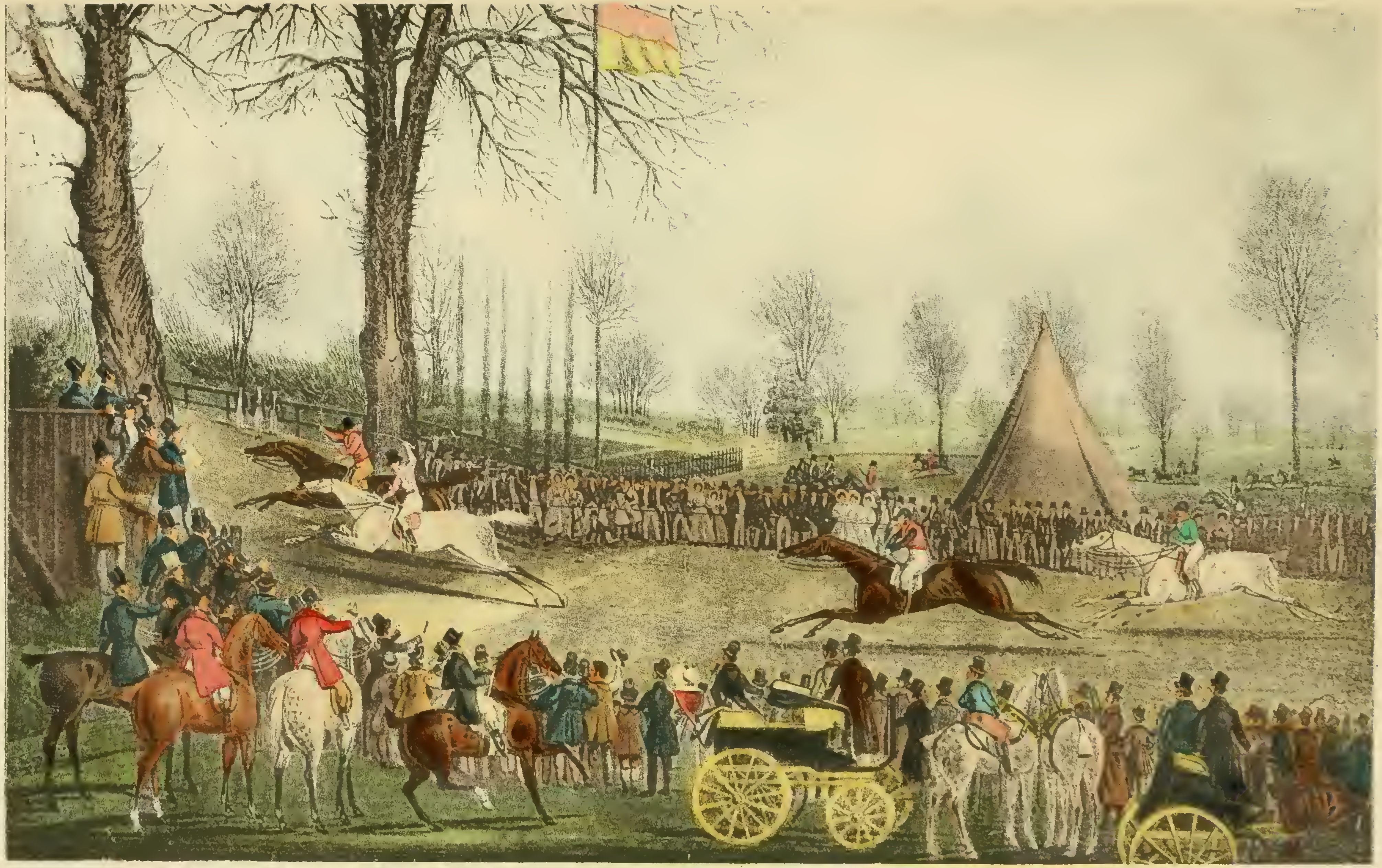
Cotherstone for the Derby in 1843, and with him he won the Queen's Vase at the following Ascot meeting. No one was more conspicuous than the Colonel for standing against Derby horses, nor was he discouraged from doing so by the many narrow escapes he had from losing enormous sums.

Colonel Charretie was always ready for a match or bet of any kind, and in 1842 he made a bet that he would win a shooting match, the Imperial Steeplechase at Cheltenham, and play the Duke of Gloucester in *Richard III.* at the Assembly Rooms on the same evening. The Colonel was a very capital hand at billiards, cards, and pigeon-shooting, and he took a keen interest in the introduction of breech-loaders, a subject on which he wrote several letters to the *Field* newspaper.

In connection with his shooting exploits, the Colonel hired some partridge-shooting round about North Mimms. He was something like Colonel Hawker in his disregard for his neighbours' landmarks, and was a frequent trespasser on the Hatfield property.

"There he is on your lordship's land again," one day said a keeper to the Marquis of Salisbury. The Marquis dismounted from his cob, and ordered his man to ride on and shoot the Colonel's pointer. The man obeyed his orders, but the dog was scarcely dead before Colonel Charretie shot the cob, the Marquis's favourite mount, and gave the keeper to understand that he might consider himself very fortunate that he did not shoot him as well. The following morning, it is said, saw Mr. Osbaldeston at Hatfield with a demand for "satisfaction," but the matter was arranged without the spilling of any more blood.

For a bet Colonel Charretie is reported to have learned by heart the whole of the *Morning Post* of a particular day, and to have repeated every word of it,



THE ST. ALBAN'S STEEPLE-CHASE. DRAWN BY JAMES POLLARD.

including the advertisements! The Colonel died on the 12th of January 1866 at his house in Bryanston Square at the age of 82, and was buried in Kensal Green Cemetery.

## 1835

If the fences which had to be encountered in the St. Albans steeplechase of 1834 were described as insignificant, the same could not be said of those of 1835.

The start took place near the bridge on Colney Heath, and the original intention was that the horses should start on the London side of a somewhat formidable brook, which meant that it would have to be faced before the horses had well settled down into their stride. To this the riders objected, saying that it "was too big to begin with," so it was agreed that the beginning should be made on the other side.

The competitors were Mr. Baring's Caliph (R. Christian), Mr. P. Frith's Laurestina, Mr. Anderson's The Poet, Mr. Weston's The Flyer, Mr. Parker's Cumberton, Mr. R. Bevan's Captain Bob, Mr. Elmore's Grimaldi, Captain Fairlie's Norma (Captain Becher), Captain Williamson's Bittern, Mr. Seffert's Parasol, and Mr. Theobold's Shamrock.

Nothing being thought to succeed like success, The Poet was made favourite on the score of his victory in the previous year, while Norma was second favourite at five to one—probably because Captain Becher was riding her. It was a race of some incident all through, as about a mile and a half from the start Grimaldi fell while lying second to Dan Seffert's Parasol. Billy Bean,[1] who was riding him, had a violent shaking, while Grimaldi strained himself so badly that Bean could not continue to ride him. The Poet cut short any chance he might have possessed by staking himself so badly that it was found necessary to destroy him. As the finish drew near, Parasol and The Flyer led alternately; the former then refused a fence, but soon joined her horses again, and Norma fell, but being quickly remounted wore down Parasol and won by between three and four lengths; The Flyer was third. In a very few minutes after the result of the race was announced, an objection was lodged against Captain Becher and his mount on the ground that the Captain had gone on the wrong side of a flag, and that several other riders had unwittingly followed the lead of one usually so trustworthy. The umpire had a long consultation

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[1] Bill Bean, or "Squire" Bean, as he used to be called in his most flourishing days, died early in April 1866, when between eighty and ninety years old, so that he would have been born when the last century had about

twelve or fourteen years to run. He began hunting before Mr. Meynell gave up the Quorn to Lord Sefton; and, at the time of his death, was the last of the original steeplechase riders; he won an extraordinarily large proportion of the races for which he started. He was once a horse-dealer in London, and while carrying on that business used to keep a few hounds down Neasden way, to run a drag so that his horses could be tried with hounds. For a long time he made all Mat Milton's best hunters, for he had beautiful hands, as good, they used to say, as those of Jem Mason himself; he was desperately hard over a country, and rode some very notable steeplechases. He won the St. Albans steeplechase on Captain Fairlie's Antelope in 1833, and rode Grimaldi and Rochelle in the two famous years. He rode a good deal for Mr. Joseph Anderson and Mr. Elmore, and on his own horse Beanstalk he won a good race at Ware, Herts. In his later years he lived at Golder's Green, next to Jem Mason's farm, and used to keep a few couples of hounds and a red deer or two. *The Druid* calls him "The Arch Trespasser," and he certainly used to get into a good deal of trouble for trespassing when he took out his primitive stag hunting establishment; but *The Druid* appears to have rather overstated his alleged misdeeds. "It was great fun," one of his friends used to say, "to see Billy Bean, when chivied by an irate farmer, keep calling out, 'I'm very sorry that I can't stop now, but we will meet at your place to-morrow.'" At last he grew too infirm to sit upon a horse, so his little pack was broken up and his favourite hind found a purchaser in the then Baron Rothschild for £50, as he used to declare. On the first occasion, however, on which she was turned out in the Vale she unfortunately lost her life. Whatever else Bill Bean was, he was always a gentleman in behaviour, and he never indulged in strong language. His portrait on Beanstalk, his favourite horse, was painted by Laporte, and was afterwards engraved.

with several people, but at last, just as the clock was striking six, declared that Norma was entitled to the stakes, as no satisfactory evidence had been adduced in support of the objection.

## 1836

This year the field dwindled down to the miserable proportion of five, all of them being old friends. The starters were Mr. Bryan's Red Deer, Mr. Elmore's Grimaldi, Mr. A. Harrison's Prospero, Mr. Firth's Laurestina, and Mr. J. Veitch's Billiard Ball (late Metheglin).

In the four-mile course were between forty and fifty fences, but they appear to have been of a less formidable kind than usual; three or four "easy brooks" came in the line, also the river, which, however, was fordable where the horses had to cross. The first two miles were nearly all over plough, but the latter portion was good grass. Twelve o'clock was the time announced for the start; but it was half-past three before the five starters (there had been a dozen entries) were ready. In spite of the presence of Grimaldi, Red Deer was backed against the field, but there was really no betting to speak of. They began quite slowly, with Red Deer and Prospero a little in advance of the others, until, at the end of a mile, the favourite refused a fence into a lane, leaving the lead to Laurestina, who fell a mile and a half further on, broke away from Mr. Powell, her jockey, whose shoulder was dislocated, and ran nearly into the town before she was stopped. Red Deer, who had been set going again, then went in front, followed by Grimaldi and Prospero, but refusing again, left Grimaldi to lead, and after a close race till within a couple of hundred yards of the finish, he came away, winning by three lengths; but no sooner had he been pulled up than the old horse reared, fought with his fore-legs, and dropped down and died in a few minutes. Some cute person then proceeded to lodge an objection against Elmore receiving the stakes, upon the ground that Grimaldi did not return to the winning-post, which was of course true; but the objection was overruled. Red Deer overreached himself in the last field, tore off a shoe, and fell; but, being remounted, struggled in third.

## 1837

So many steeplechases were run in the years 1835 and 1836 that hopes were entertained of the next season bringing with it still more sport. So far as the metropolitan district, however, was concerned, this anticipation was not realised. A few small sweepstakes had, it is true, been brought off, but on the authority of *Bell's Life*,[1] a power in the world of sport in those days, they had all been productive of wrangling or some other equally unlucky incident to prevent the best horse winning. The series of steeplechases at Aylesbury had come to an end; it therefore remained for Coleman, "the father of steeplechasing," and St. Albans, to fan if possible the flickering embers of cross-country sport. As it happened, however, Coleman was just at this time (1837) thinking of letting the St. Albans steeplechases die out. He explained that the meetings brought a great deal of business into the town. There was not so much racing then as now, and, according to Coleman's account, people used to go to the town several days before the steeplechases and "stay for weeks after them." He also used to tell how Page, who kept the Woolpack tavern, once took £87 in a single day; of the rush on the public-houses, and how they used to draw the beer in pails and dip the pots in the beer to serve the people fast enough, while a guinea a night was the ordinary charge for a bed.

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[1] The late Mr. Walsh, editor of *The Field*, used, before he occupied that position, to write the accounts of the principal coursing meetings for *Bell's Life*. He once told me how on one occasion he was late for some important meeting, I think it was either that of Waterloo or Amesbury. and on the authorities learning that the representative of *Bell's Life* was not present, it was resolved to wait for a time. "Such a compliment," said Mr. Walsh, "was never paid to any paper before or since, to my knowledge."

In giving an account of his steeplechasing time after he had retired to a villa near Barnet, he used to say with pride that he never had any gate-money, as was afterwards the case; that he never called on the townsfolk to solicit subscriptions towards a steeplechase fund, so that all their business was brought to them as well as the pleasure and sport; while he himself had to satisfy the farmers for running over their land "by sending them dozens of wine and spirits." In 1836 there had been some sort of opposition to the steeplechases on the part of some farmers, and as the field was poor, the cry heard to-day went up then to the effect that steeplechasing was in a moribund condition, and that there would be no more at St. Albans.

Coleman, however, was not to be easily repressed; while he was so far independent that he asked for no support towards his steeplechases, and he used to say that the only thing he had given to him was a hundred guinea gold Cup, the gift of Prince Paul Esterhazy, for whom he had at one time trained. This was in 1837. The Prince one day sent for Coleman and said, "I hope that you will hold your steeplechases before I leave England." Coleman explained that he contemplated giving them up as he was out of pocket by them, but added that if he (Prince Paul) would allow Prince Nicholas to give a Cup to be run for, he would get up a good field of horses to compete.

Thereupon Prince Paul Esterhazy tapped Coleman on the shoulder and said, "I will go and order one at

Storr and Mortimer's." This liberal act on the part of Prince Esterhazy settled the question for the year. Coleman set to work and organised a race, the conditions being:—

> "A sweepstakes of fifteen sovereigns each, with a gold Cup added, free for any horse carrying twelve stones, about three miles across a line of country in the neighbourhood of St. Albans, to be marked out with flags; a winner of two steeplechases to carry seven pounds extra (matches excepted). No person to ride more than one hundred yards on any road or lane in the race; ten subscribers, or no race, and if more than ten the second to receive back his stake. The first and second horse to be weighed at the winning-post. Gentlemen riders; post entrance, five sovereigns extra. The winner to pay five sovereigns for expenses, and all disputes to be settled on the evening of the race by the umpire, and his decision to be final."

The following sixteen horses were entered: Captain Gardner's Conrad (J. Mason), Captain Fairlie's Spicey (Captain Becher), Mr. J. Elmore's Lottery, Mr. Foster's Rector, Mr. Angerstein's Laura, Mr. Drake's Speculation, Mr. Bean's Beanstalk, Captain Bisdee's Boy Blue, Mr. C. Turner's Pilot, Mr. Bryan's The Flyer (7 lb. extra), Mr. Land's Prediction, Mr. Jackson's Cinderella, Mr. Thompson's Coxswain, Mr. Anderson's Splendour, Mr. Smith's Curate, and Mr. Lambden's Jerry.

On the last day of February 1837 the town filled early, Prince Esterhazy, who had before attended the races, arriving a little after twelve o'clock, in an open carriage and four, accompanied by Count Waldsteine, Lord Claude Hamilton, and others.

The line selected for the race was a trifle over three miles in length, and until within half a mile of home, almost entirely over light ploughed fields. It began at the top of the hill in a grass field on Townsend Farm, close to Barnet Heath, and not such a very long way from the town of St. Albans. To get out of this field it was necessary to charge a tremendous bullfinch, the next fence to it being a stiff blackthorn hedge, with bank and a ditch to and from it. To this jump the ground was on the descent; it then rose a little for a field or two, and, with moderate fencing, came to a narrow grass lane, banked, hedged, and ditched on both sides. The line now proceeded over a country nearly flat, leaving Childwick Bury, Sir Blundell Maple's place, and the half-way house to the left, the fencing being exceedingly light, until it was intersected by the Harpenden high road, about two miles from the start. Up to this stage the riders were directed to leave the flags on the right hand; here, however, a large black and white flag was placed in a tree, and thence to the finish the flags were to be kept to the left. Quitting the road was a fence on a high bank, and it was a regular poser. The line continued through a few small inclosures, skirted the first part of the common, entered it from the corner of the field, and finished with a half mile over flat turf. There must have been upwards of thirty fences, but the only severe obstacles were the two at the beginning into the green lane, and that out of the Harpenden road. The riders were in their saddles a little before two o'clock, and on entering the starting field Coleman, who was accompanied by Mr. Delmé Radcliffe, Mr. S. Smith (the Mayor), and the Esterhazy party, pointed out the flags, and gave the direction of the ground, which was not shown to them. There was scarcely any betting. Cinderella at once dashed away with the lead at a pace which some voted too fast to last. Prediction blundered at the first fence, while The Curate jumped splendidly. Cinderella, maintaining the lead, hesitated at the fence into the road, but was first over this awkward obstacle, at which Spicey, Conrad, Boy Blue, and Beanstalk refused, the two last named because they were so interfered with by other horses. On reaching the Common, Speculation and Cinderella went on side by side taking their fences together. Pilot smashed into a gate and came down heavily; The Flyer belied his name at the last fence by tumbling down, but as soon as the horses jumped on to the flat, Cinderella, Splendour, and Speculation were close together, Spicey gaining on them rapidly. These four ran a splendid race home, Splendour winning by a bare half length, the others being so close up that all three claimed second place with the advantage of saving stake. The umpire decided that Spicey was second; but the spectators favoured Cinderella's claim to that place. Spicey had been running in trouble for some distance over the plough; but as soon as Captain Becher landed him on to the sound turf, his swinging action stood him in good stead; while, as his breastplate broke, and the saddle slipped back, his must be esteemed a fine performance. Captain Becher, it will be remembered, was objected to not long before on the ground that he had gone on the wrong side of a flag; and he, in turn, objected to Splendour, alleging that Mr. Sollaway, his rider, had passed a tree on the wrong side, but he failed to substantiate his charge.

After the race Prince Esterhazy and his party went to the Turf Hotel to have some luncheon. At its conclusion Mr. Anderson, Splendour's owner, was sent for; his health was proposed by Prince Esterhazy, who handed him the Cup, and when Anderson withdrew with the trophy, he gave Coleman a five-pound note for others to drink his health.

Coleman's original idea was to hold his St. Albans steeplechase towards the end of the hunting season, before the horses which had been carrying their owners to hounds had been thrown out of condition; but, during the last two years, earlier dates were fixed, and the steeplechase, which in ordinary course should have taken place in February 1838, really took place on the 21st December 1837, so that there were two steeplechases run at St. Albans in the latter year. The reason why the steeplechase was brought forward from the spring of one year to the Christmas of the previous year, was that Coleman and his friends discovered that by the middle of March so many steeplechases had been run (Coleman's example had been followed in many other places) that not only was the form of the horses known, but many horses were stale, and the sightseers rather surfeited with so much jumping. Some of the farmers, moreover, did not like their land being utilised so late in the season, and their objection added to the difficulty of securing a convenient line of country. *Bell's Life* had for some time been denouncing "the abominable flag system," and this second race of the year was remarkable: first, for being run in December; secondly, for the abandonment of the ordinary flags, and the substitution of two or three only; and thirdly, for a successful objection against the horse first past the post.

The race was a sweepstakes of 10 sovereigns each; the distance was three miles, and each of the eight starters carried 12 stone.

The runners were: Mr. Villebois's br. g. Lottery (J. Mason), Mr. Jenkins's bl. m. Midnight (Barker), Mr. J. Elmore's b. g. The Fox of Bally Botherem (H. Elmore), Mr. Thomas's b. g. Shylock (Captain Becher), Mr. Anderson's The Performer (Oliver), Mr. Lambden's Laura (Bean), Mr. Jackson's gr. m. Cinderella (Martin), Mr. Walker's ch. m. Grasshopper (Seffert).

Lottery was already well known as "a dangerous horse to meet on flat grass land," though doubts were then entertained as to his steeplechasing abilities. The Performer, discarded by Isaac Day after the Goodwood meeting of two years before, had in the meantime been put to steeplechasing. It was a mistake to have started Lottery at all, seeing that he (like The Fox) was quite amiss and both had been bled on the Sunday before the race. The starting flags were planted in a field on Hammond's End farm, about four miles from St. Albans, and the winning-post was close to the turnpike gate, at the twenty-first milestone on the Great North Road. There were about twenty fences in the circle, the most difficult obstacle being a thick double bullfinch about a mile from the start. Owing to rain, the course, much of it over ploughed land, was extremely heavy. As was intended, Laura cut out the work for The Performer, Lottery, Cinderella, and Midnight following. A gate, however, brought down Laura, and Lottery took up the running, holding the lead till reaching the last field but two, where The Performer and Midnight closed with him, all three jumping the last fence abreast. Then, when it came to racing, Lottery's want of condition caused him to drop away; Midnight headed The Performer and won by a couple of lengths, Lottery being third, four lengths away. The scales were placed in a cart at the winning-post, and when Barker went to weigh-in he could not draw the weight by about half a pound, so Midnight was disqualified and the stakes awarded to The Performer.

## 1838

Closely following upon the above chase won by Anderson's The Performer, in consequence of Midnight being disqualified, a Metropolitan steeplechase, held at Barnet, was organised by Newcomb Mason, Jem Mason's brother. The promoter collected enough money to buy a hundred guinea Cup to be added to the ten sovereigns paid by each competitor. There were three flags in the course, but the competitors were not bound to keep to one side of them; in fact the day, Saturday the 24th February 1838, was so misty, that if a lane had not served as a guide over a great portion of the course, it is doubtful whether a proper line could have been kept.

Lottery, mentioned in connection with the preceding race, was, in spite of his occasional refusals, a grand horse over a country, and made a great name for himself in the steeplechasing world in the later thirties. He was bred by Mr. Jackson, near Thirsk.

In 1833 or 1834 his breeder took him to Horncastle Fair, and, according to tradition, there was but one person who asked a single question concerning the leggy, narrow, short quartered, mealy brown colt, and that person was John Elmore the dealer, who saw something in him, and asked that he might be ridden over a post and rail. The colt jumped the obstacle, though in somewhat green fashion, but Mr. Jackson stuck out for a long price. After a great deal of bargaining Elmore took him at £120, and he certainly had no reason to repent his purchase.

Elmore had Lottery taken down to his farm at Uxendon, near Harrow on the Hill, where his cross-country education was begun; but in spite of the jump he made over the Horncastle post and rail, he did not prove very quick at his new business. About 1836 or 1837, two curious institutions were flourishing on the outskirts of London—the Hippodrome near Notting Hill, and Paddy Jackson's hunting-grounds at Kensal New Town. At both these places were small flat-race and steeplechase courses, and contests often took place there. Some idea of the frequency with which they were held may be gained from the fact that Mr. Stevenson's chestnut True Blue, by Jujube, won in the course of a single season £160, each horse's stake being from £1 to £3. Lottery was sent to these places to see what he could do, but he at first performed in a rather unsatisfactory manner and gave no sign of his future greatness. His best performance was running a dead heat in a steeplechase against a good hunter named Columbine, belonging to Mr. Walker, and it was upon the strength of this dead heat that the mare was afterwards sold to the Marquis of Waterford for £300, for Lottery had by that time gained a reputation. Lottery ran unsuccessfully at Finchley, falling when making a sensational jump into a lane.

John Tilbury's farm was about four miles from Elmore's, and there lived Jem Mason. From one house to the other was a beautiful line of country, the Kenton brook having to be jumped about midway between the two farms by any one who would lark from one to the other. Jem Mason, among others, was often backwards and forwards, and Elmore was not long in coming to the conclusion that the youngster had in him the making of a first-class horseman, and he was sadly in want of a really good jockey. Dan Seffert was growing old; his hands were as fine as ever, but his nerves were no longer what they were in the absence of judicious priming. Elmore's first-born, Henry, was rather a muff in the saddle, and his younger son George, who afterwards became a fine horseman, was scarcely out of the nursery; so Elmore made overtures to Jem Mason, who in consequence left Tilbury.

Meanwhile Lottery had gone on improving greatly in appearance, having furnished considerably; but, though he carried Jem Mason brilliantly to Mr. Anderson's stag-hounds, he, for some reason or other, was never regarded as a stout horse in the hunting-field. His first appearance in any public steeplechase of importance was in the St. Albans race of December 1837 (that above described); and when it was over Jem Mason declared that Lottery, fit and well, could beat all of those then opposed to him. How completely his words were verified was seen less than two months later, when he carried off the Barnet race in 1838. After winning that contest, Jem Mason rode him to victory at Daventry, beating Captain Becher on Vivian.

In 1839 Lottery was sent to George Dockeray at Epsom, to be trained for the Liverpool Grand National, and before he had had him very long, he reported to Elmore the agreeable intelligence that none of his race-horses could get away from him. At Liverpool, on the night before the Grand National, Josh Anderson, the vocalist, made a very remunerative bet on the race, in somewhat singular circumstances. He sang at "The Waterloo" "Farewell, my trim-built Wherry," and was vociferously encored, but on coming to the footlights, declined to sing again unless some one would lay him 100 to 10 against Lottery. In order to get another song out of the great singer, some bookmaker present laid the required odds. At the finish of the Grand National, Lottery was so little exhausted that he is said to have cleared thirty-three feet at the last hurdles.

Lottery's success in the Grand National of 1839 is referred to in detail under the account of that race; but, during the same season, the horse won at Maidstone, Cheltenham, and Stratford-on-Avon. At Leamington the ground was so deep that the horses could hardly struggle along; yet the farther they went, the farther Lottery's opponents were left behind. Two fields from home, however, Jem Mason went on the wrong side of a flag, so he had to go back, lost a great deal of ground, and was beaten by a head.

Lottery's next great performance was at Dunchurch. As seen from the winning field, the only horses in sight were Elmore's Lottery, and Lord Macdonald's The Nun, a thoroughbred by Callon, who had won several races on the flat before she was put to jumping. She was ridden by William McDonough, also known as

"The Blazer," and "Ould Muck," and was regarded as next to Tom Ferguson, Ireland's finest horseman. The winning field was deep ridge and furrow, and Jem Mason's quick eye for a country at a glance appreciated the fact that if he went away to the right—it involved jumping some big timber; but that, on such a fencer as Lottery, was a mere detail—he would be enabled to ride home along the top of a ridge. The Nun was a somewhat slovenly fencer, and William McDonough did not care about following Jem Mason. He therefore steered straight for the winning field, and so at the finish had to go floundering up and down the deep ridge and furrow. Jem Mason and Lottery had to face a ploughed field towards the end of the course; but this Jem trotted over, and cantering easily along the firmer ridge, beat The Nun with great ease, causing the famous Allan McDonough to exclaim: "Lottery must be the best horse in the world, for he could trot faster than the rest of us could gallop."

Lottery meantime continued his successful career, and won at Cheltenham over a light soil and stone walls carrying seventeen pounds extra; indeed, Mrs. Elmore, who seems all along to have been her husband's collector, used to declare that she sometimes felt quite ashamed of going about and carrying away money from every place. Lottery had made such a name for himself that at Horncastle, where there was a sweepstake of 100 sovereigns each, the conditions expressly stipulated that it was open for all horses except Mr. Elmore's Lottery!—another and a very practical manner of saying that "The Stewards reserve to themselves the right of refusing any entry."

Lottery's repeated successes led to the imposition of very heavy weights upon him, and this was the beginning of the handicapping system. Consequently during the next two seasons he could win twice only—at

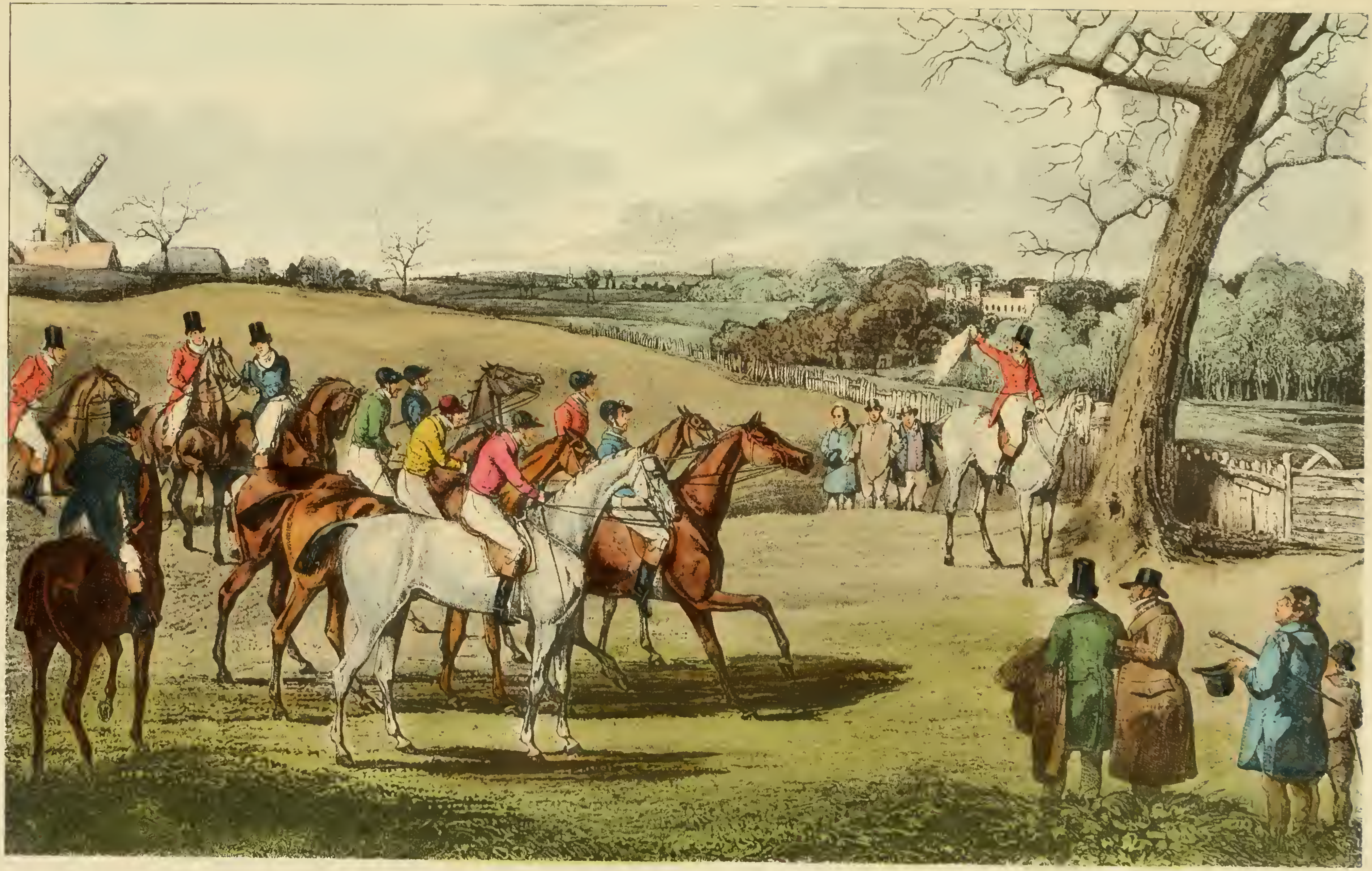
Newport Pagnell, where he beat Gaylad, and at Romford. The old horse, at this time, began to show signs of weakness, but John Elmore was determined that he should leave off a winner, and his last appearance in a steeplechase was at Windsor, on the 8th of April 1844, when he was successful in winning a race. He was after that hacked about by George Dockeray, with whom he was a great favourite, and afterwards Lottery was sent to the "notorious Halls" at Neasden. Mr. Hall kept a pack of harriers, with which he used to ride Carlow, a fine old steeplechaser; but Lottery could not stand the work, so he was put into the chains at plough, and did his duty as quietly and as willingly as if he had never known any other occupation; and he literally died in harness.

Although Lottery and Jem Mason were such excellent friends when Jem was once in the saddle, the horse hated the man with the utmost bitterness, and the story has often been told how, when Lottery was about twenty years old, Jem Mason being in the neighbourhood of Neasden, thought that he would like to set his eyes once again on the good horse which had carried him so brilliantly. Just before the door of his box was opened, Lottery heard the voice of his old jockey, and when Jem Mason approached, the old horse flew at him. The visitor, however, was not unprepared for a reception of this kind and was soon out of harm's way. It has been said that Jem Mason often had to hide his colours under a greatcoat when about to mount Lottery for a steeplechase, but as soon as he was seated, the horse cantered to the post as quietly as could be.

No sooner was Lottery dead than Mr. Hall was inundated with questions concerning him. One man asked on how many days a week he dragged vegetables to Covent Garden? A second desired to know whether his journeys took him along Gray's Inn Road? while the demands for locks of his hair, a hoof, &c., were very numerous. The head was sent to a taxidermist to be preserved, and was for some time exhibited in the Edgeware Road; then it passed into the possession of John Garnham, the groom who had always looked after Lottery up to the time Elmore gave or lent him to Mr. Hall, and, finally, it was bought from Garnham by Mr. Langdon, the saddler, of Duke Street, Manchester Square, and that firm at present owns it. There was a peculiar connection between Mr. Langdon and Lottery. About four years ago I wrote for *The Field* newspaper a short notice of Lottery in consequence of a number of questions addressed to that journal, and Mr. Langdon supplemented that notice by saying that, when Elmore bought Lottery, he (Mr. Langdon) was spending his holidays at Elmore's place, Uxendon Farm. Mr. Langdon, senior, made all the saddles in which Jem Mason rode the horse; and later, when he developed a leg after running in the Liverpool Grand National, he always ran in some special chamois leather bandages, put on wet, made by Mr. Langdon.

Lottery, it may be added, foaled in 1830, was by Lottery—Parthenia by Welbeck, her dam by Grog out of a mare by Staghunter, and there being a stain in the pedigree, Lottery came within the category of half-breds or "Cocktails," as it was then the fashion to call them. Under the name of Chance he, as a four-year-old, ran twice on the flat at the Holderness Hunt meeting of 1834, winning once.

Soon after Elmore bought the horse he sold him to Mr. Villebois of Marham, Norfolk, and he rode him with his stag-hounds for some time, and then resold him to Elmore, who put him to steeplechasing, though, according to some accounts, he was first let out as a hunter, which



A STEEPLE-CHASE. PLATE I. DRAWN BY H. ALKEN.

is by no means unlikely, seeing the nature of Elmore's business.

Just as the race which should have been run in 1838 took place just before Christmas 1837, so was the 1839 steeplechase run on the 20th of December 1838. It was generally asserted that had a Cup been given in addition to the stakes a better field of horses would have been attracted, and that dwellers at a distance would have sent their horses. There does not, however, appear to have been any real ground for the statement.

As was by no means unusual, the start, which was fixed for two o'clock, did not take place until considerably later, and by the time the starting-point at Redbourn Common was reached rain was falling, and a rather miserable afternoon was passed. The course extended for about three miles from Redbourn towards Gorhambury, and about thirty fences had to be jumped, the north road to the river Colne being kept on the left from start to finish. In the absence of Mr. Blythe's Comet, the starters were Mr. Daniell's ch. g. Borax (T. Olliver), Mr. Bruce's gr. g. Greyling (owner), Mr. Elmore's b. g. Yellow Dwarf (J. Mason), Mr. Thomas's br. g. Napoleon (Carlin), Mr. Webb's b. m. Paulina (Smith). The weights were 12 stone each; but Borax, a five-year-old thoroughbred which had never run before, and was the property of Lord Frederick Beauclerk, and Paulina carried 11 st. 7 lbs. only. Greyling and Yellow Dwarf were well-known steeplechasers; but Napoleon, a little Irish horse, had done nothing beyond winning a half-mile race on the flat. Served by her lighter weight Paulina made the running, but with Greyling fell at the first or second fence, and then Borax and Yellow Dwarf went to the front, but in jumping a fence Paulina, who had made up ground quickly, came into collision with Borax and Napoleon. A thick bullfinch barred the way for a moment or two until a weak place was found, the slight check enabling the rear division to close up, and then once more Borax and Yellow Dwarf worked their way to the front. The former, however, jumped the last fence sideways, landed in the ditch on the far side and hurt his rider's leg rather severely, so Jem Mason on Yellow Dwarf was able to win in a canter; Paulina was second, and Napoleon third. Greyling threw his rider, but two of the three placed horses completed the course without making a mistake.

## 1839

The last day of December (Tuesday) 1839 virtually saw the St. Albans steeplechases, as inaugurated by Coleman, come to an end. The entries were poor and the horses were but moderate; while up to the time fixed for the start there were but few spectators. The course was nearly enough of circular form, both the start and finish being close to Coleman's paddock, and about a couple of hundred yards from the Turf Hotel. The distance was about three miles and a half; there were thirty fences, and two or three lanes intersected the line, Mr. Garrard, a steward, explaining to the riders that, on reaching the second of the lanes, it would be necessary for them to go along it for about fifty yards, in order to avoid some unjumpable places. The decision was arrived at that the jockeys should not be shown over the course in consequence of the damage done to the fences by the spectators, who, as far as possible, rode the line. The starters were: Mr. H. Worley's Ringleader (Mr. Giles Patrick), Mr. Goodman's Vandyke (Mr. W. McDonough), Mr. G. Elmore's Conservative (J. Mason), Mr. Charlton's

Phosphorus (T. Olliver), Mr. Barker's The Queen (Owner).

There was but little betting on the ground. Conservative took the lead over the first fence, which Phosphorus refused, but subsequently jumped it and closed up. At the end of about the fourth field the horses came to a regular trap, consisting of a broad ditch with a deep drop on the other side. The Queen took it in advance and in her stride, but Phosphorus and Vandyke fell. Ringleader soon after became the leader, and was first into the lane, and here the horses were all together, the riders evidently not knowing what course to steer; but Barker, on The Queen, made for a gap, resumed the lead and showed the way over some formidable fences and heavy land to the turning flag. Again the jockeys were at fault and looking for the flag, but Jem Mason at length made play followed by the others, all, however, soon finding out that they were too much to the left. They then recrossed into the lane, The Queen tumbling into it without, however, unseating her rider. Vandyke was first out of the lane, but the others appeared to be in difficulties, and the riders were straggling about to catch a view of the flags. Vandyke was cannoned against by "a person on horseback" and knocked over, but scrambled up again and went on. In making towards the flag near to the London road Vandyke was leading, but instead of turning short round, and then pursuing a straight course home, McDonough went about eighty yards too far, which gave The Queen her place, she being nearly one hundred yards in advance. At the last fence Vandyke was well up with The Queen, and when within a short distance from home McDonough drew up and won by about a length, Phosphorus being third. The riders complained of the "deceitfulness" of the country, and the difficulty in finding out the flags. They were upwards of twenty minutes going over the course, and were at fault at least half-a-dozen times. McDonough also complained not only of being ridden against, as above stated, but also of the same party crossing him several times during the race.

In the evening about twenty sat down to dinner at Coleman's, but only the winner of the race was present, the others not being satisfied with the management of the affair.

Several letters were afterwards written complaining of the conduct of Coleman in charging each jockey five shillings for weighing, in not allowing them to see the ground, and the extremely bad manner in which it was flagged.

Thus the St. Albans steeplechases, as instituted by Coleman, came to an end, through perhaps no fault of his own. His meetings were quite different to anything ever seen before, and, as the foregoing accounts show, they took immensely at first. As soon as two or three of the steeplechases had been held, other places followed suit, and as meetings became more common, there was less probability of the patronage extended to one being maintained. Then those who promoted the various rival gatherings astutely came to the conclusion that, if good entries were obtained where owners had to run for their own money, better results still would follow if added money were given, and this is where other promoters beat Coleman. He never dunned people for subscriptions, and had not himself the means whereby to add a shilling to the stakes. Still, his idea of a steeplechase was the right one. He established them for hunters, and arranged them for the end of the hunting season, before horses were thrown up.

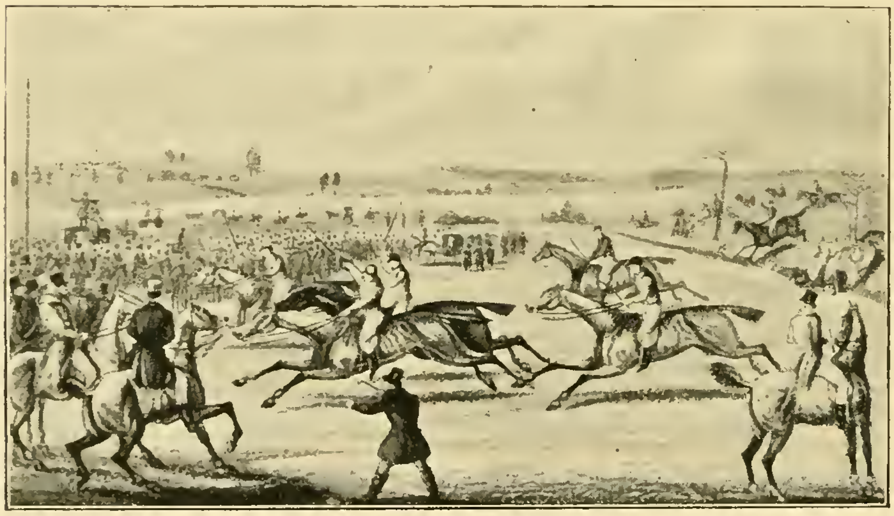
Though Coleman established the St. Albans steeplechases he never ran but one horse in them, and that was

Shylock, formerly belonging to the Duke of Rutland, and a vicious brute he was. In fact, Coleman declared that he would one day have shot him had he not been prevented from so doing.

Coleman used to give an account of how he once trained a horse for old Ben Land, who was at one time apprenticed to a chemist in Norfolk. He one day came to town and never went back to the Eastern Shire. He before long took the Cross Keys at St. Albans (a house Coleman once rented) and then removed to Edgeware, where he had a horse named Needwood, a mean-looking animal that did not look worth much more than about twenty sovereigns. On Land and Coleman meeting in London one day, the former asked the latter to run down and see the horse. To Coleman's astonishment the horse was clothed with a heavy blanket, quarter piece, and hood, while the litter was banked up against the door to keep the stable warm.

"The horse was being slowly parboiled," said Coleman, who told Land that he was only injuring his horse; but that if he would send him down to St. Albans he would try to get him fit for the Tring Steeplechase, which was to be run in about seven weeks' time. Ben Land was desperately hard up at the time, and, as Coleman said, "rode for his very life"; he won and cleared altogether about £360; but, he added, "he never remembered to pay me his training bill."

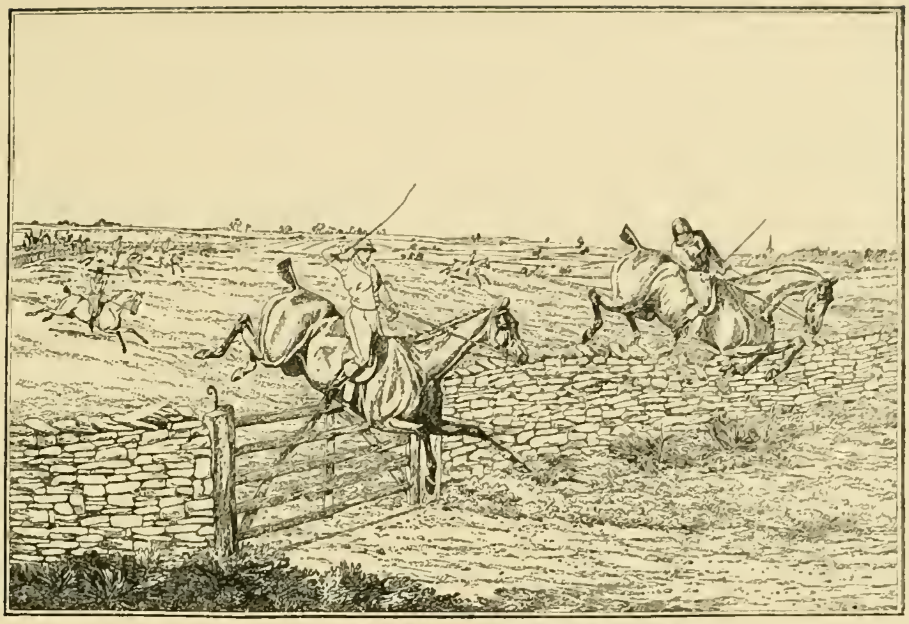
I have dwelt somewhat at length upon Coleman and his St. Albans venture because the inaugurator of those gatherings quite vindicated his right to the title "Father of Steeplechasing." The St. Albans steeplechases were the foundation of steeplechasing as we find it to-day, and connected with them were men and horses whose names are even now household words. As no complete record of the St. Albans meetings exists, I have thought it worth while, in view of their influence on what came afterwards, to give something like a connected account of them, and for the same reason have inserted sundry notices of famous steeplechase riders and steeplechase horses, as well as of some prominent owners and others connected with the sport.



A STEEPLECHASE—THE FINISH

# CHAPTER III

## LIVERPOOL



A SLAP AT A STONE ENCLOSURE—5 TO 4 ON WHITE

# CHAPTER III

## LIVERPOOL

THE growth of steeplechasing in the early and middle thirties has been referred to on another page, and one of the places to take up with the popular craze was Liverpool. Flat races had for some time taken place on the Aintree course, of which Mr. W. Lynn, proprietor of the Waterloo Hotel, was owner or lessee. He appears to have been an astute man of business, and under his management the Liverpool races grew into high favour with owners of horses and the general public, while they also put into the pockets of the worthy Mr. Lynn a comfortable annual sum.

The proprietor of the course, thinking that he could not do wrong in following the prevailing taste, advertised that a grand steeplechase would take place at Aintree on Monday the 29th of February 1836. Some little difficulty was experienced in selecting a proper course, but a line was eventually chosen.

It was partly in the immediate vicinity of and partly on the original Aintree course. The horses were to start at the bottom of the course near the stables; to cross the lane which led over the canal; the second fence, *i.e.* that out of the lane, was abolished to save a double jump, and then, after turning to the left, the direction of the canal was to be followed till reaching the bridge near the bottom of the course; then, going up the straight, two hurdles were to be jumped. This took the horses past the grand stand, and to the starting point, after which the circuit had to be traversed a second time, the winning-post being opposite the grand stand. There were about twenty fences, in addition to the hurdles in each circuit, and nearly the whole of the race could be viewed from the grand stand.

There were two races on the 29th February 1836, and the first has been regarded as the first Grand National; but such is not the case. The conditions of the race were:—

> A sweepstake of 10 sovereigns each with 80 sovereigns added, for horses of all denominations, 12 stone each; gentlemen riders; second horse received back his stake; winner to be sold for 200 sovereigns if demanded.

The ten horses entered for this race were:—

| | | |
|---|---|---|
| Mr. Sirdefield's "The Duke" | Captain Becher | 1 |
| ,, Aspinall's b. g. "Polyanthus" | Mr. R. Christian | 2 |
| Sir Thomas Stanley's "Laurie Todd" | ,, Powell | 0 |
| Mr. Oswald's "Gulliver" | ,, Denston | 0 |
| ,, Kershaw's "The Baronet" | Owner | 0 |
| ,, Ward's bl. h. "The Sweep" | Mr. Patrick | 0 |
| ,, Thomas's "Cock-a-hoop" | ,, Bretherton | 0 |
| ,, Webster's "Derry" | ,, Devine | 0 |
| ,, Speed's "Percy" | ,, Tempest | 0 |
| ,, Devine's "Cowslip" | ,, Martin | 0 |

Betting:—2 to 1 against Laurie Todd, 3 to 1 against The Duke, 9 to 2 against Polyanthus, 6 to 1 against Percy, the others standing at from 8 to 1 to 12 to 1.

Percy, Derry, and The Duke were slightly in advance of the others at the start, and at the first fence, that out of the lane, all the horses refused, but Captain Becher, on The Duke, was the first over, and on passing the stand the first time the Captain was still leading, followed by The Baronet and Laurie Todd, but in crossing the lane Mr. Powell brought up the last named, who ran to the last fence into the course about half a length behind The Duke. There seems to have been in the line a gate which was to have been left open, and through it Mr. Powell on Laurie Todd was in the act of riding when it was suddenly shut by some one interested in another horse, as it was afterwards proved, both horse and rider coming to the ground with great violence, and just as Mr. Powell was rising from the ground he was struck by the hoofs of Cock-a-hoop. Polyanthus then drew up to The Duke, the pair jumping the two last flights of hurdles nearly side by side, The Duke winning by a length after a good race.

The second race was 5 sovereigns each with 20 sovereigns added. Three miles, gentlemen riders.

The six starters were :—

| | | |
|---|---|---|
| Mr. Speed's "Peacemaker" | Mr. Tempest | 1 |
| ,, Webster's "Ironsides" | Captain Becher | 2 |
| ,, Lucas's "Beppo" | Mr. Bretherton | 3 |
| ,, Higgs's "Little Black Diamond" | ,, Patrick | 0 |
| ,, Oswald's "Tom Thumb" | ,, Denston | 0 |
| ,, Whaley's "Solicitor" | Owner | 0 |

Ironsides, Peacemaker, and Beppo were the favourites. Peacemaker appears to have led all the way and to have won by not very much ; but if Captain Becher's horse had not fallen on the flat early in the race, the result might have been different. The Captain, however, was the popular jockey, and there was some little hero worship in the apologetic sentence in the short report of the race. "The defeat of Becher," it ran, "may be altogether attributed to the groom, as, in consequence of the way in which the curb rein was attached to the bit, the rider lost all that advantage over the horse which otherwise his superior riding would have given him."

## 1837

Steeplechasing having been once started at Aintree was continued with considerable spirit, and the appearance of the famous Irish horse, Dan O'Connell, lent a vast amount of interest to the race. For weeks previous to the contest he had been backed for pounds, shillings, and pence, but, as will be seen below, his supporters were doomed to disappointment. On this occasion there was one flag only at each fence, on the right hand side of which the riders had to jump. The course appears to have been a modification of that of the previous year (1836). The conditions of the race this year were that it was a sweepstakes of 10 sovereigns each, with 100 sovereigns added by the town of Liverpool, for horses of all denominations; four-year-olds 11 stone; five, 11 stone 7 lb.; six and aged, 12 stone; gentlemen riders; the course not to exceed five miles. There were penalties for previous victories in steeplechases or hurdle-races, and there was an announcement that the ground would be shown to riders on the morning of the race.

The starters were:—

| | | |
|---|---|---|
| Mr. Sirdefield's "The Duke," aged . . . | Mr. Pott . . . | 1 |
| ,, Williamson's "The Disowned" . . . | ,, McDonough | 2 |
| ,, Sharratt's "Zanga," aged . . . . . | ,, Devine . . | 3 |
| ,, Knaresborough's ch. h. "Dan O'Connell" | Owner . . . | 0 |

Betting:—5 to 4 on Dan O'Connell, 3 to 1 against The Disowned, 6 to 1 The Duke, 12 to 1 Zanga.

The race was little more than a chapter of accidents. Dan O'Connell jumped off with the lead to the first fence, which was a wide ditch with a bank leading into the main road. He jumped this in beautiful style, and sailed away, followed by The Disowned and Zanga, while The Duke could not be induced to face a bank out of the lane, and the other horses had gone on a field in advance before he could be persuaded to jump. He, however, soon caught up the three others, who persistently refused at the bank and ditch over which The Duke gave them a lead, but the others declining he was six or seven fields ahead before The Disowned eventually cleared the obstacle. The Duke was never, of course, approached, and won in a trot by a dozen lengths. Neither Dan O'Connell nor Zanga completed the course, indeed the former barely completed the first round.

## 1838

This year the race took place on a Monday, the course being the same as in 1837, except that many of the fences were cut down, while the ditch at which Dan O'Connell so persistently refused was made very much less formidable by the raising of the land. The placed horses were :—

| | | |
|---|---|---|
| Mr. McDonough's "Sir William" . | Mr. Pott . . . | 1 |
| ,, O'More's "Scamp" . . . . . | ,, Clarendon . | 2 |
| ,, Chawner's "The Duke" . . . | Captain Becher . | 3 |

Betting :—2 to 1 against The Duke and Sir William, 3 to 1 Scamp.

The race was started at two o'clock, Scamp making the running at a slow pace to the first fence where he was headed by The Duke, who was soon 300 yards in front. When the horses came on to the race-course for the second time, Scamp began to make up a little ground, but on rounding the corner into the straight Sir William and The Duke jumped the first of the hurdles together, with Scamp only just behind. The Duke was soon afterwards in difficulties and chanced the last hurdles, where he was passed by Scamp, who could not, however, catch Sir William, the last named winning easily by about forty yards.

## 1839

After three years of steeplechasing under Mr. Lynn's auspices, that gentleman's health, which had previously been failing, was too weak to permit, in the words of an advertisement, "of his continuing the unremitted exertions he has hitherto devoted to the Liverpool races." The Liverpool meeting was therefore, in 1839, turned into a kind of syndicate, or company, to ensure the races being carried on properly.

The property was divided into 1000 Proprietorships at £25 each. The trustees were Lord Stanley, Sir Thomas Massey Stanley (at one time racing confederate of Sir Joseph Hawley), Messrs. W. Blundell, James Aspinall, and William Earle.

The racing committee were Earls of Derby, Sefton, Eglinton, and Wilton: Lords George Bentinck, Stanley, and Robert Grosvenor; Sirs John Gerard, T. Massey Stanley, and R. W. Bulkeley; the Hon. E. M. Lloyd Mostyn, and Mr. E. G. Hornby.

This racing committee had the fixing of all races, and another committee, called "Directors," had the management of the affairs of the race-course and were chosen from the body of subscribers generally, while Mr. Lynn remained a shareholder and assisted with his advice and suggestions. The property was vested in the above-mentioned five trustees, and the venture was expected to make a return of ten per cent., and this, so far as I can ascertain, is the first proprietary race-course ever organised. At this time, too, the Heaton Park races were removed to Liverpool as an autumn meeting, and that of course added to the funds of the company. On payment of £10 out of the £25, each subscriber was entitled to a "silver ticket" carrying with it free admission to course and stand.

The first "great" steeplechase at Aintree took place on the 24th February 1839, and this was the first of the Grand Nationals, at any rate it is so regarded, though of course the term "Grand National" was not then in use. Being the first of a series of important steeplechases, I may perhaps be excused for dealing with it at some length.

For some days before the race Liverpool was all bustle and excitement. Visitors arrived not only from all parts of England, Wales, Scotland, and Ireland, but from the Continent; while Croxteth, Knowsley, and other great country houses had parties for the occasion. The betting-room was at the Talbot Hotel, and there was an evident desire to speculate on the result; but business, as one authority tells us, was somewhat held in check, as no one knew how many out of the fifty-three entries (two had paid forfeit) would start. Lord Macdonald's The Nun, however, was favourite at 8 to 1, while Lottery at 9 to 1 was always well backed. The horses, it may be mentioned, carried 12 stone each, that being the standard weight in those days.

The affair seems to have been a huge success so far as the attendance was concerned, as the course was exceedingly crowded. As early as nine o'clock in the morning the roads leading to Aintree were pretty well thronged. The course was one mass of people, and the grand stand would not accommodate more than about two-thirds of those who sought admission. Even the roof and the chimney-stacks were occupied by the more adventurous; the minor stands were crammed to suffocation, while numbers of people congregated at the more difficult fences.

Race-goers grumble nowadays if strict punctuality be not observed; but time was not considered so important in 1839 as it is in 1899, for although it was stated that the race would be started at one o'clock, it was nearly three o'clock before the eighteen competitors were paraded in front of the grand stand, and then, for the first time, it appears that the public knew which horses were going to start. Betting then began in earnest, and although The Nun, ridden by that brilliant horseman Alan McDonough, was much admired for her style of going, she was voted too fat; while the amount of galloping to which she was subjected shortly before the race did not make her friends more hopeful.

There were seventeen starters, a capital field, when it is remembered that all the horses carried the same weight, and at a quarter-past three the following were under the starters' orders, the figures denoting the order of the placed horses:—

| | | |
|---|---|---|
| Mr. Elmore's "Lottery" . . . . | Jem Mason . . | 1 |
| Sir E. Mostyn's "Seventy-Four" . . | Tom Olliver . . | 2 |
| Mr. Theobald's "Paulina" . . . . | Mr. Martin . . . | 3 |
| ,, Stephenson's "True Blue" . . | ,, Barker . . . | 4 |

There also ran Railroad (Mr. Powell); Cannon Ball (Mr. Newcombe); Jack (Wadlow); Charity (Mr. Hardy); Dictator (Mr. Carlin); Conrad (Captain Becher); Cramp (Mr. Wilmot); Rambler (Mr. Morgan); Daxon (Mr. Ferguson); Barkston (Mr. Byrne); Rust (Mr. W. M. McDonough); The Nun (Mr. Alan McDonough); Pioneer (Mr. Walker).

Captain Becher on Conrad led the way over the first fence—a high bank, partly railed and partly topped with gorse and hawthorn. The succeeding three or four fences were not particularly formidable, and were cleared by all the horses ; but the next obstacle, a deep ditch about five feet wide, with a high bank on the far side, required more care and was successfully jumped, when the competitors found themselves labouring in a deep wheat field. On clearing the next bank Conrad was still in front, with Daxon, Lottery, True Blue, Dictator, and Paulina in a line behind him.

The next field in which the competitors found themselves had recently been deeply turned by the plough, and making their way over the heavy land was hardly the best preparation for jumping out of it over a strong paling or rail, next to which came a hedge, and beyond the two was a brook, about six feet wide. Conrad, who seems to have held the lead from the start, crashed through the timber and went neck and heels into the water. Captain Becher lay quiet as Lottery and two or three more, jumping at the same place, let the Captain feel the wind of their heels. When all danger was past Captain Becher crept out, remounted, and went on in pursuit of the others ; but he left behind his name, for "Becher's Brook" this obstacle was called for ever after. After traversing some more grass and plough the horses came into what appears to have been good going. "After clearing the hedge," wrote an eyewitness, "it was necessary immediately to turn short round to the left. At a distance of not more than twenty yards was a high hedge, bank, and rails, on the other side of which was a piece of water, let in for the purpose, fully fifteen feet wide, the field adjoining which is something lower than that from which the leap had to be taken, and here Captain Becher was first as he had been at 'Becher's Brook'; but a second time did Conrad chance his timber, and bursting his way through it, again landed himself in the water. Rust came down, but Lottery, Daxon, and several others jumped it without making the slightest mistake." Presently the horses reached what was probably the "Table jump," the field in which the horses landed being about four feet higher than that in which they took off. After one or two other fences had been jumped came the made-up stone wall, five feet high, and a gallop on the flat brought with it the completion of the first round, the horses having to make another circuit which need not be described further than to say that Dictator fell "all of a heap" at the piece of water which had brought down Conrad in the first round; he regained his feet, however, but fell dead at the very next fence. The Nun, who had gone well up to a certain point, was seen to be running in distress, and rather less than half a mile from home the issue of the race was left to Lottery, True Blue, Paulina, and Seventy-Four, but the final hurdles were jumped by Lottery as flippantly as though he were only just starting, and he won with great ease from Seventy-Four, Paulina, and True Blue in 14 minutes 53 seconds.

Mr. Laporte, "Animal and Military painter to the King of Hanover," painted a series of four pictures illustrative of the chief incidents in the great steeplechase of 1839, and these were afterwards engraved, the publishers being Messrs. Fores, of 41 Piccadilly.

After the above race there was a minor affair, and the brook at which Dictator fell proved fatal to one of the runners named Sweetheart. The races were continued on the following day, and after the decision of a sweepstakes, the fairness of the start was impugned in the weighing-room, and the matter was referred to the "proper tribunal"; though what that was the account of the racing does not say.

Tom Olliver, or "Black Tom" as he was often called, and who rode second to Jem Mason in the above race, had a marvellously chequered career. He was born at Angmering, in Sussex, and was born and bred "hopelessly insolvent." Page, the Epsom trainer, was his uncle, and to him he was sent to learn stable work and a certain amount of reading and writing, while in 1828 Olliver made his first appearance over the home course in a cap and jacket on Lord Mount Charles's Cornet, winning his maiden race run at the same meeting for General Grosvenor, in heats, on Icarus. Page unluckily failed ere long, and then Tom, having nothing better to do, took service with some one in Ireland where poverty again reigned supreme, and the unlucky Olliver had once more to run for it. He had great difficulty in collecting enough money to bring him back to England, and on landing at Liverpool had no more than a few pence in his pocket, so, in order to keep body and soul together, he went to Farrell, the dealer, as roughrider, leaving him after a short time to go to Mr. Tyrwhitt Jones, who soon failed, and Tom Olliver had once more the world before him.

At that time the gentleman jockey question was one of the scandals of steeplechasing. What constituted a gentleman rider beyond the assumption of the title it is impossible to say. At any rate Tom at this stage set up as a gentleman jockey, and being a fine, resolute, if not over elegant, horseman, soon had plenty of mounts. His first ride over a country was at Finchley in the spring of 1837, when he rode Mr. Walker's Columbine, Jem Mason winning on Wing. In the winter of the year he managed to turn the tables on Mason at St. Albans, where Tom, on The Performer, was first, and Mason, on Lottery, second, Captain Becher, Bill Bean, Dan Seffert, and Barker also riding in the race, so this must be regarded as a good performance on Olliver's part, and it quite established him among the band of foremost steeplechase riders, and he maintained his reputation by winning, in the spring of 1838, the Dunchurch Steeplechase, beating Jem Mason on The Nun, and Mr. Powell on Warwick, while in 1839, as above mentioned, he, on Seventy-Four, finished second to Jem Mason on the famous Lottery. Seventy-Four, though a good horse in a race, was, it was asserted, a poor hunter, being very fidgety, and given to refusing, unless he was allowed to stride along. He was an unlucky horse, however, nearly always running second, and Lottery beat him by half a head. In the Grand National fortune on the whole smiled upon Tom Olliver, as he won the race thrice: in 1842 on Gaylad, in 1843 on Vanguard, and in 1853 on Peter Simple.

Tom Olliver did not begin to ride early enough to take part in the Vale of Aylesbury steeplechases, or the earlier contests at St. Albans, but during his riding career he rode about seventy-seven different winning horses, some of them being victorious on several occasions, and from the time of "Lottery and Liverpool" there was hardly a race of any importance in which he did not participate. Olliver figures in Herring's picture "Steeplechase Cracks" mounted on the chestnut Discount, who had cleared the wall and is forcing the pace.

In or out of the saddle "Black Tom" was a universal favourite. He was always cheery, possessed a ready wit, and was a kindly hearted man, but not being very particular as to his personal appearance he presented a strong contrast to the always well-dressed and somewhat foppish Jem Mason, while his high spirits stood out strongly against the grim melancholy of William McDonough. Of Tom's many encounters with limbs of the law many anecdotes have been related. He was confined in Oxford gaol for debt, and one of his friends wrote to ask if he could send him anything which would be of service to him. Tom Olliver's reply was characteristic: "Send me a d——d good wall jumper."

Olliver, just at the end of his brilliant steeplechase riding, had sued the executors of a deceased patron for a considerable amount, being his bill for training several horses, for riding several times, and for other costs and expenses incidental to his employment. There was a kind of technical defence, and the defendants, as executors, had declined, except under the sanction of the law, to pay what they considered outrageous charges for such a sport as racing. A Mr. —— (afterwards a judge) held a brief for the defence. He was at that time a rising junior, well known on the turf, and it was a matter of regret to Tom and his lawyer that he had been snapped up by the other side before they offered him a retainer. Tom, therefore, had to have his bill sifted by a barrister who knew the lines, and, as may be expected, a very amusing and entertaining exchange of wit and repartee was witnessed in the cross-examination of this extraordinary horseman, whose ability in fence or wordy warfare, and general aptness in the witness-box, rendered him quite equal to his bewigged antagonist. The judge who tried the case was, I think, Baron Martin, who was, of course, quite familiar with turf matters—he had a share in more than one horse—but to the jury all the talk about training, entering, scratching, riding on the flat and over a country, was plainly unintelligible. The bill was a long one, but such was the fairness of the charges, and the plausibility of Tom in his explanations and definitions, that Mr. —— made no headway. He put his finger down upon one item—

"Come," he said, "Mr. Olliver, you have already informed the court that £5 for a losing steeplechase mount, and £10 for a win of a similar description, was the regulation price. How is it, then, that you have charged £50 for winning this particular race? Did you have any express contract before you rode?"

*Olliver.* "No, I had no previous agreement."

*Mr.* —— "Then how do you pretend to support such an outrageous charge?"

*Olliver.* "Well, now, before I answer that question, please let me read the back of your brief. I want to see how much they give you to ride this match against me."

*Mr.* —— "Certainly not. That is a matter totally wide of the question."

*Olliver.* "Oh no, it isn't! I should like to see what they are giving you for your mount."

There was a great laugh at this, and the judge joined the public and the bar in their mirth. When the laughter had subsided, Mr. —— continued: "I don't intend to satisfy you. Now, then, tell the court how you can support this charge."

*Olliver.* "Well, it was a big race, and I won it. Now, if I could have got you to ride for me to-day, I think I could have made a certainty of getting all the stakes, and I shouldn't have thought of giving you less than a couple of 'ponies,' whatever the taxing-master might have said afterwards; while, as for those outsiders," indicating the bar in general, "I would not have had 'em at a 'quid' apiece."

There was naturally a roar in court. The judge, after quiet was restored, said, "Mr. ——, after such a compliment as that I feel sure you will offer no further opposition on the part of your clients to this item. I and the gentlemen of the jury, however, will relieve you of any embarrassment you may feel. I shall tell them that the item is under the circumstances quite fair and reasonable, and I am sure they will take my directions." There was not any further opposition to the account, and it need hardly be said that Tom Olliver "won his law race hands down."

It was from, if not in, the county of Monmouth that Tom Olliver found a haven of refuge. To Mr. Cartwright he sold The Bloomer, the grandam of all the good racehorses with which Olliver did so well in training at Wroughton, on the road out of Swindon, where the village inn shows on its sign the Horse and Jockey, Ely standing for the horse and a red jacketed rider for the other. Fairwater, Ely, Albert Victor, Louise Victoria, and George Frederick were trained by Olliver, who died on the 8th of January 1874 at Wroughton, and had he only lived a few months longer what a proud man he would have been after George Frederick's victory in the Derby.

## 1840

The greatest unpunctuality again took place this year in connection with the Great Liverpool Steeplechase, which, although set for half-past one, was not actually started until after three o'clock. The spectators, many of them at least, profited by the experience of 1839, and came to the conclusion that if they reached the course at half-past two they would be in plenty of time, and so they were, as the riders were not weighed out until just three o'clock.

The attendance was again good, all the stands being full; but some little time before the great race was started some amusement was caused to the occupants of the grand stand by the sudden emptying of a small structure close by. This was a private stand, but into it some of the public crowded in good time. When, however, the rightful occupants arrived, great was their astonishment to find the place thronged; but on representations being made the unintentional intruders quickly dropped from their perches to make way for the claimants.

The thirteen starters were:—

| | | |
|---|---|---|
| Mr. Villebois ns "Jerry" . . . . . | Mr. Bretherton . | 1 |
| ,, Barry's "Arthur" . . . . . | ,, A. McDonough | 2 |
| ,, Power's "Valentine" . . . . . | Owner . . . | 3 |
| Marquis of Waterford's "The Sea" . | Owner . . . | 4 |
| Mr. W. Whittaker's "Cruickshank" . | Guy . . . . | 5 |

Also ran: Lottery (J. Mason); Spolasci (Rose); The Nun (Mr. Powell); Columbine (Mr. Won); Hasty (Rigg); Seventy-Four (T. Olliver); Weathercock (Barker); Augean (Christian).

By virtue of his performance in the previous year Lottery was favourite for some time before the day appointed for the race; but he was not so much in request towards the last, in consequence of the circulation of a report that Elmore would declare to win with another horse called Jerry, which people thought belonged to Elmore. This, however, was not the fact, as, although Jerry once belonged to Elmore, at the time he ran in the Liverpool steeplechase he was the property of Lord Suffield, in whose possession he had been for upwards of a year; but for certain reasons he ran in the name of Mr. Villebois.

"Becher's Brook" was the scene of a sad accident to Barker, who was riding Weathercock. The horse cleared the leap cleverly enough, but fell on landing, and Cruickshank, ridden by Guy, who was just behind, tumbled over the prostrate pair, Barker being underneath. Guy, unhurt, quickly remounted, but Barker remained stunned on the ground. He was carried to the house of Mr. Curry, a farmer living about one hundred and fifty yards from the scene of the mishap, and was examined by a couple of doctors (Collins and Davies) who chanced to be near at hand when the fall took place. In the second round but five horses were left to compete, Jerry being the eventual winner, as shown above; he is said to have won by no more than half a length.

If Lottery was beaten at Liverpool in 1840, he was certainly not disgraced, his defeat being brought about in a rather curious manner. It would appear that Mr. Power, who rode his own horse, Valentine, in the race, had betted a large amount that he would be first at the stone wall (it had been lowered several inches since the previous year), without caring whether he completed the course or not. To win his wager he took the field along at a tremendous pace, after he had headed Lottery, so that when the wall was reached the horses were all more or less blown, and four of the best, including Lottery and The Nun, tumbled over the obstacle, and were once and for all out of the race. The Nun never recovered from the accident, and Lottery was a good deal shaken. A paper called the *Albion*, in commenting on steeplechase incidents in connection with Barker's accident, stated that up to a late hour on the evening of the accident neither the owner of the horse nor any of his friends had called at the farm to inquire how the injured horseman was progressing. This statement, if true, showed a marked want of humanity, and whatever opinions may be entertained of the merits of modern steeplechasing, it is quite certain that no injured rider, professional or amateur, would be forgotten as the *Albion* said Barker was.

The course this year underwent several alterations. According to a letter written by Mr. Lynn, the original owner or lessee, objections were made on the occasion of the first steeplechase at Liverpool that there was no wall on the course, and it was suggested to Lord Sefton in 1839 that it would induce the owners of Irish horses to send them over if a wall formed one of the obstacles. Lord Sefton agreed, but said that he would give Leicestershire horses an equal advantage by having a good ox fence to jump, and both obstacles were introduced, though the ox fence was perhaps hardly of the Leicestershire pattern. This year the ground was not in the best of order, and so Lord Sefton, on his own responsibility, and without any outside suggestion, had the 5 feet wall lowered to 4 feet 6 inches, and caused the rail of the so-called ox fence to be made to slope more and thus lessened its height. The position, too, of one of the flights of hurdles in the straight was changed, otherwise, in most respects, the course remained very much as it had been before, so far as the fences were concerned. The winner, Jerry, was a Lincolnshire bred horse, by Catterrick—a sister to Jenny, by Bellerophon—and was bought by Mr. Marshall, who lived near Brigg, and a relative of his who bred him. He ran him twice at Caistor and Lincoln, and the horse was afterwards purchased at a long figure by Mr. Joseph Anderson, the famous Piccadilly dealer and owner of steeplechase horses, and he in turn passed him over to the Earl of Pembroke, who at that time lived in Paris. Jerry went to France, but his new owner not caring about him, Mr. Anderson bought him back and sold him to Lord Errol, then Master of the Royal Buckhounds, and Davis, the huntsman to that pack, rode him several times. For some reason or other, however, Anderson repurchased him again, the Earl of Uxbridge being his next buyer, upon the condition that Anderson was to have the refusal of him if Lord Uxbridge desired to part with him. His lordship not long afterwards made some alterations in his hunting programme, and Jerry once more became Mr. Anderson's property, and he, remembering that he had run well in Lincolnshire, now put him to steeplechasing, and in 1837 he won the Great Leamington Steeplechase, beating a strong field of horses. Lord Vernon then bought Jerry of Mr. Anderson and hunted him one season, when the horse, being sent to Tattersall's, Lord Suffield, Master of the Quorn in 1838, took him at 400 guineas. The latter nobleman bought nearly all his hunters of Elmore, and Jerry became the latter's property in the course of the many transactions between the two.

## 1841

The conditions of the race this year included the proviso that the winner of the Cheltenham Steeplechase in 1840 should carry 18 lbs. extra, and as at the time the conditions were framed it was known that Elmore's

Lottery was the Cheltenham winner, the penalty was nothing more nor less than a personal penalty for Elmore's horse. However, his owner had such faith in Lottery's powers that he started him, though he had to carry 13 st. 4 lbs.

The starters were :

| | | |
|---|---|---|
| Lord Craven ns "Charity" | Mr. Powell | 1 |
| Mr. Anderson's "Cigar" | ,, A. McDonough | 2 |
| Hon. F. Craven's "Peter Simple" | ,, Walker | 3 |

Also started Lord Villiers's Goblin, Captain Nugent's The Hawk, Mr. Robertson's Legacy, Mr. Elmore's Lottery, Mr. Villebois ns Revealer, Captain Price's Selim, Sir E. Mostyn's Seventy-Four, Mr. Smith's Oliver Twist. The betting was confined to four horses : 7 to 2 each against Lottery and Cigar, 7 to 1 against Peter Simple, 10 to 1 against Oliver Twist, and 5 to 4 against Lottery and Cigar coupled.

On the present occasion the wall was dispensed with, and an artificial brook, ten feet wide and three feet deep, masked by a thick fence, substituted. In crossing a deep-ploughed field Oliver Twist over-reached and fell, and in his struggles tore off one shoe and part of his hoof. The weight told upon Lottery, who was pulled up when Jem Mason saw that he could not possibly win, and after a good race Charity won by a length from Cigar, who was half a length in front of Peter Simple, these three being the only horses placed. The distance was four miles ; there were thirty-five fences, and the time was given as 13 minutes 23 seconds.

## 1842

There was a capital field of horses this year, and once more did the conditions impose a penalty on the winner of the Cheltenham race of 1840. Old Lottery therefore bore his 18 lbs. extra, which he carried well over a great portion of the four-mile course. The race ended thus:—

| | | |
|---|---|---|
| Mr. Darcy's "Gaylad" . . . . . . . . | T. Olliver . | 1 |
| ,, Powell's "Seventy-Four" . . . . . | Owner . . | 2 |
| ,, Price's "Peter Simple" . . . . . | Mr. Hunter | 3 |
| ,, W. J. Johnstone's "The Returned" . | Owner . . | 4 |

The betting made Lottery favourite at 5 to 1, while Gaylad, who at one time stood at 5 to 1, went back to 7 to 1; but the betting is given in such a curiously muddled fashion, that it is difficult to make out exactly the true state of the market.

Owing to the falling at the first formidable jump of Banathlath, Consul, and Anonymous, Peter Simple and Lottery were left with the lead, which they kept for a long distance, Bangalore coming down heavily at the second brook. At the end of the first round thirteen horses only, led by Columbine, were standing up, and of these Satirist was shortly afterwards pulled up. Sam Weller came down during the second round, and Lottery was pulled up. Seventy-Four led over the last hurdles, at which point it was anybody's race. Gaylad, however, gradually wore down Seventy-Four, and won by three lengths.

## 1843

For the first time we find the word "National" introduced into the title of the race, which this year figured as the "Liverpool and National Steeplechase," while, as poor old Lottery no longer appeared capable of holding his own in the best company, the conditions were so far altered that winners from the time of declaring were to carry 5 lbs. extra. This year, too, the race became a handicap. There were sixteen starters; the weights varied from 12 st. 10 lbs. to 11 st., and the placed horses were :—

| | | |
|---|---|---|
| Lord Chesterfield ns "Vanguard" (h. b.), 11 st. 10 lbs. | Olliver | 1 |
| Mr. Mares's "Nimrod," 11 st. | Scott | 2 |
| ,, Holman ns "Dragsman" (h. b.), 11 st. 3 lbs. | Crickmere | 3 |

Peter Simple was favourite at 3 to 1, Vanguard started at 100 to 5, Nimrod and Dragsman at 15 to 1 each. From the hurdles there was a good race, which ended in favour of Vanguard by two lengths, with half a length between second and third; Claude Duval was fourth, Goblin fifth, Bucephalus sixth, and Lottery seventh. Mr. Moore, who rode Tinderbox, broke his collar-bone through his horse falling, and the stone wall, though of less height than formerly, was restored to the course. Lord Edward Russell's Lather was intended to have been one of the starters, and to that end was entrained in a horse-box on the Birmingham line. Horses, however, were not so familiar with railway travelling then, probably, as they are now, and although two attendants accompanied him on the journey, the noise and motion of the train so frightened Lather, that he injured himself in his struggles, and it was found necessary to leave him behind.

## 1844

The starters numbered nineteen, and it is a circumstance worthy of note that not a single horse fell during the race :—

| | | |
|---|---|---|
| Mr. Quartermaine's "Discount," 10 st. 12 lb. | Crickmere | 1 |
| ,, S. Craufurd's "The Returned," 12 st. | Scott | 2 |
| Sir T. H. Goodricke ns "Tom Tug," 10 st. 7 lb. | Rackley | 3 |

Those connected with Tom Tug regarded the race as being almost a certainty for him. The directions given to his jockey were to wait until about a quarter of a mile from home, when he was to come through and win if he could. Tom Tug, however, happened to be an inveterate puller ; overpowered his rider from the start, and, after the first fence was jumped, he tore along at the head of all the others until he ran himself to a standstill, and when Tom Tug pulled up, his rider was so exhausted that he could not dismount without assistance. About a week before the race he met with an accident which no doubt weakened him, and for some time after the finish he was in a half-fainting condition. The winner, Discount, they say was judiciously ridden. His original name was Magnum Bonum, and after running unsuccessfully in some minor races, he was sold in 1842 to a Mr. Denham for £80, and was resold at a small profit to Mr. Payne, a Market Harborough horse-dealer. Payne sold him for something like £350 to a Leicestershire hunting man, who, after a couple of rides, offered Payne £50 to take him back. Several of the Leicestershire hard riders tried Magnum Bonum, but could make nothing of him, and all declared that he was no hunter. He therefore hung for some time on Mr. Payne's hands, and he offered him more than once to Mr. Quartermaine, the Piccadilly dealer, who each time he saw him bid less money for him than before, and when he at length bought him, Mr. Quartermaine renamed him Discount.

## 1845

There had been a somewhat sharp frost during the night preceding the race, so Lord Sefton called together the owners of the horses, and left it to them to say whether the race should take place on the appointed day or not. All the owners but two answered in the affirmative, so the contest came off as arranged, but Knight

Templar (the favourite) and Crœsus were withdrawn. The start did not take place until shortly after four o'clock, the race ending :—

| | | |
|---|---|---|
| Mr. W. S. Craufurd ns "Cure-All," 11 st. 5 lb. | Loft | 1 |
| ,, Thornton's "Peter Simple," 11 st. 12 lb. | Frisby | 2 |
| Captain Boyd's "The Exquisite," 11 st. | Byrne | 3 |
| Mr. Blackburn ns "Tom Tug," 10 st. 2 lb. | Crickmere | 4 |

There were fifteen starters; but the winner was apparently an outsider, as he was not mentioned in the betting. Vanguard was favourite (in the absence of Knight Templar) at 4 to 1; Peter Simple started at 10 to 1, and Tom Tug at 15 to 1. The four placed horses ran a good race home, Cure-All winning cleverly at last by a couple of lengths.

Clansman fell at the brook opposite the grand stand and broke his back. The winner, who was an unknown horse, had been purchased a few months previously in Northamptonshire for 50 sovereigns, and is described as "a short-legged, compact, strong, and rather coarse-looking animal," who from the roundness of his shape looked fat and out of condition. His owner, Mr. Loft, resided in Lincolnshire and a few seasons previously had ridden the steeplechasers Peter Simple and Creeper.

## 1846

The race was a complete surprise to every one. Nobody gave a thought to Pioneer's chance, and neither his owner nor jockey fancied him at all. Pioneer looked rough in his coat and out of condition, while critics found such fault with his action as to declare that Pioneer stood no more chance than did a donkey, yet this despised horse, a half-brother to Vanguard, won almost in a walk.

Twenty-two horses went to the post, and, as was the case in the previous year, the winner was not mentioned in the betting, a report having gained credence that he was amiss owing to not having recovered from the effects of a steeplechase in which he had been engaged not long before. Scavenger refused the first fence and took no further part in the race. Homihi fell, and his rider was much cut about the face and head; while Lancelot and Lady Grey came to grief, but jumped the course riderless. On turning into the straight Culverthorpe, Eagle, Firefly, and Veluti were running abreast with Pioneer just behind, but he shooting out suddenly was the first to clear the last fence and won by nearly three lengths. Ten minutes and ten seconds was the time given, and the course was said to have been nearly five miles. The placed horses were :—

| | | |
|---|---|---|
| Mr. Adams's "Pioneer," 6 yrs., 11 st. 12 lb. . . . | Taylor . | 1 |
| ,, Payne ns "Culverthorpe,"(h.b.)aged, 11 st. 4 lb. | Rackley | 2 |
| Lord Howth's "Switcher," 5 yrs., 12 st. 4 lb. . | Wynne . | 3 |

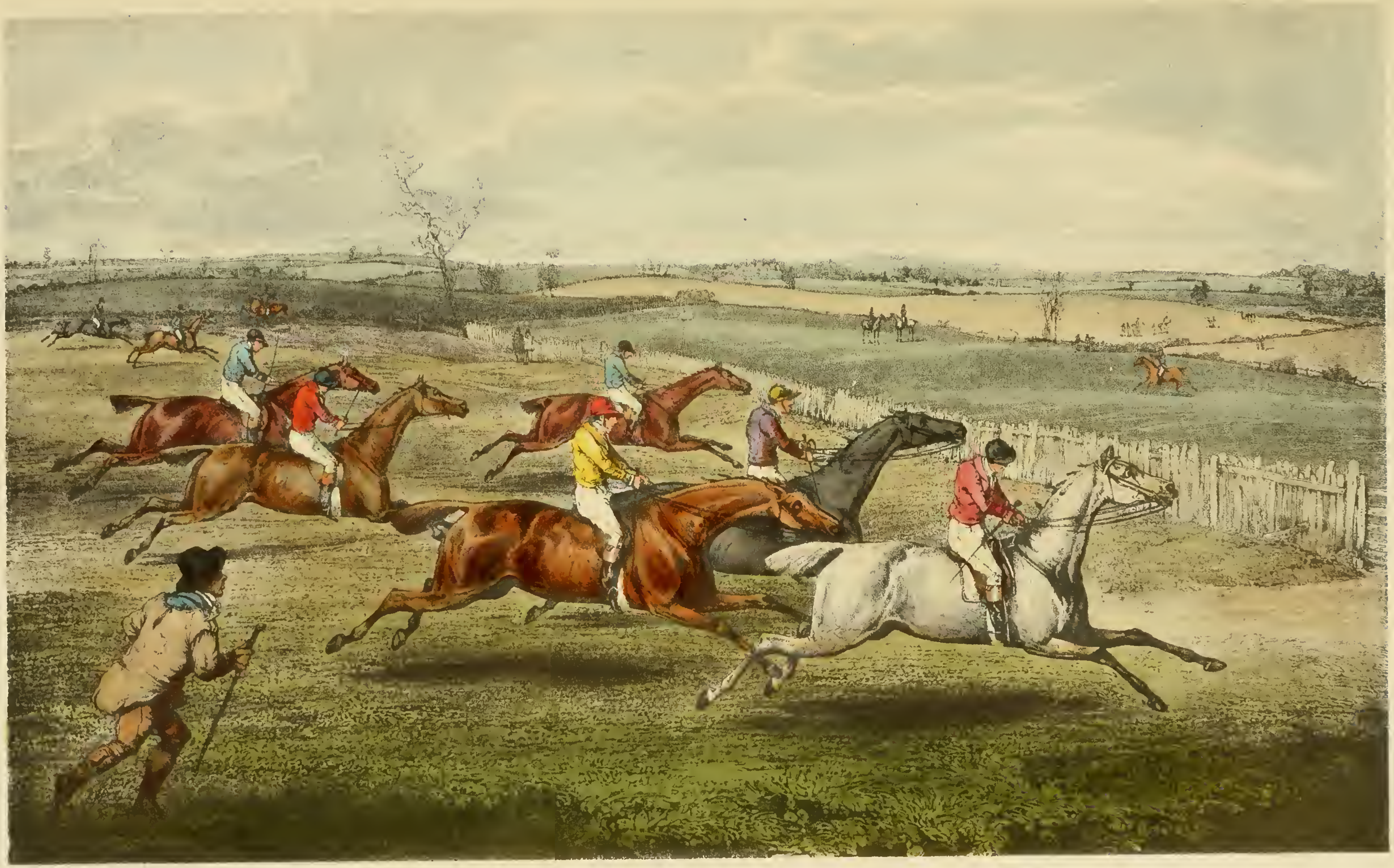
## 1847

The handicapper was so far flattered that no fewer than twenty-nine started, and the race resulted in the victory of the first Irish-bred horse to carry off the Grand National.

| | | |
|---|---|---|
| Mr. Courtenay's "Mathew," 10 st. 6 lb. . . . | D. Wynne | 1 |
| ,, Watt, Junior, ns "St. Leger," 12 st. 3 lb. | Olliver . | 2 |
| ,, Moseley's "Jerry," 11 st. 6 lb. . . . . | Bradley . | 3 |

On this occasion the race was won by the favourite (4 to 1 against) Mathew, by Vestris, which was bred in 1838 by Mr. John Westropp of Coolreagh. He won several races in Ireland and often met Brunette.

Of the twenty-nine starters this year three, or accord-



A STEEPLE-CHASE. PLATE II. DRAWN BY H. ALKEN.

ing to some authorities four, were Irish, namely, Mathew, Saucepan, Brunette, and Miss Tisdall, while St. Leger was according to some an Irishman.

In this year, there was among the starters the famous mare Brunette, one of the most celebrated of the many good steeplechasers which have come out of Ireland. She was foaled in 1834, was bred by Mr. William Allen, of Ginnetts, co. Meath, and was a black or dark brown mare, by Sir Hercules, dam by Yeomanry, grand-dam by Welcome. She never appears to have run till the year 1841, when a young farmer named Murray rode her in Mr. Allen's name at Trim. There was a peculiar condition that the competitors had to win the race twice in one day—it was in fact run in heats, and Brunette succeeded in winning hers in a canter. Mr. J. F. Knaresborough — most probably the owner of Dan O'Connell, who started for the Liverpool in 1837—bought Brunette from Mr. Allen for £250, then a large price. She won at Kilkenny in 1841; gained the Kilrue Cup in 1842, the year in which the race was instituted; and in the following year, by which time she had become the property of Mr. Preston, who gave £450 and a good hunter for her, she again won the Kilrue Cup, a race of a particularly exciting character that year. Just at the last moment for making entries Mr. Alan McDonough handed in the nomination paper of Peter Simple, who was then at his best in England and had been taken across to Ireland especially for the Kilrue Cup. Mr. Alan McDonough appeared to have an improved estimate of Peter Simple's chance, and is said to have laid an even fifty sovereigns that Peter Simple would not refuse, another level fifty that he would not fall, and a level hundred that he won. In the race itself Mr. McDonough on Peter Simple made the running at a tremendous pace. It appears to have been a terrific race all through, and not very far from the finish it seemed as though Peter Simple and Milo —the latter a horse standing 17½ hands high—would have the race to themselves, Brunette being quite ten lengths behind at the last fence; but no sooner did Mr. Preston (who rode without spurs and had no occasion to use the whip) give the mare her head than she shot up and eventually beat Milo by a length, Peter Simple being third, a like distance behind the second. There is no need to mention Brunette's other Irish successes, but in 1847 she crossed the Irish Channel for the first time, and after running at Worcester and Hereford she was started for the Grand National, being then thirteen years old. She reached Liverpool on the Saturday before the race. She then seemed perfectly fit and well, but next day she was anything but right, and on the day of the steeplechase was so very bad that she would never have been sent to the post had it not been that an Irish sportsman had laid a very large sum of money on her starting, and although she appeared to have been completely tailed off at one time, she ran so gamely as to finish fourth. Mr. McDonough himself, it is said, stood to win £10,000 over her. Then at Leamington, whither she went after the Liverpool, Brunette broke down and went back again to Ireland. Mr. Preston bred from the mare, but none of her progeny were worth anything at all. She died in her twenty-second year when foaling to Portrait. She was then, by the way, the property of the Hon. W. Hely Hutchinson of Palmerstown. In connection with Brunette, it may be mentioned that Mr. Preston had a van built to convey her from meeting to meeting, as at that time there was little direct train communication in Ireland.

Mr. Alan McDonough, above mentioned, died at his residence, Park Gate Street, Dublin, on the 12th May 1888. He was born at Wellmont, county Galway, and his first mount was, it is said, on Mr. Doolan's Hugo de

Lacy for the Hunt Cup at Tipperary. He then weighed five stone only, and a successful career was inaugurated by his winning. His father died when Alan McDonough was eight years of age, and when he was sixteen he is said to have owned a mare named Gulnare, but whether she was his property or belonged to a member of his family he won on her at Loughrea. Then he bought Rakeaway, and by winning £60 at Athlone secured some of the purchase money. This race was run in four-mile heats, and the stakes were only secured after a desperate finish. In the "thirties" he won the Ormond Hunt Cup four years in succession, and his name then became known in England.

One of his best horses was Sir William, a grand-looking chestnut by Welcome, but he was one of the most erratic horses that ever looked through a bridle. McDonough brought him over to England in 1837 and won several good steeplechases with him, though on one occasion he nearly killed his rider, as, when running in a steeplechase in Cheshire, he fell and dragged McDonough nearly a hundred yards. On the horse being stopped, however, he remounted and won the race. There were not then so many Irish jockeys riding in England as at present, and his success over here caused no little jealousy, which culminated when not long afterwards he rode Sir William at Dunchurch, and was going well when, at the end of the second mile, a man named Ball deliberately rode on to the course and knocked the pair over. Captain Lamb, owner of the famous steeplechaser Vivian, chanced to be on horseback at the spot where the interference took place, and he at once pursued Ball for nearly a mile and administered a sound thrashing. This accident led to the sale of Sir William, for while McDonough was lying in bed suffering from a broken collar-bone and two or three fractured ribs, John

Elmore called on him and bought the horse for £350. A few days afterwards he was resold to Lord Cranstoun for £1000, when his new owner at once proceeded to match him against Lord Suffield's Jerry for £1000 a side, the course to be four miles over the Quorn country. Several good horsemen had tried to ride Sir William, but none of them could do much with him, as in the hands of a stranger he could hardly be managed. The two horses were matched on a Monday, and on the following Thursday a messenger from Melton Mowbray arrived at Wellmont with a letter from Lord Howth asking McDonough to ride the horse. That was in the pre-railroad days, but McDonough started at once and arrived on the following Sunday. He saw that Sir William was in a capital condition, and in his hands the horse won the match. Jerry, ridden by Jem Mason, was favourite, and, to the delight of McDonough, who was afraid to make his own running, was sent to the front at once. His joy, however, was of short duration, as Jerry refused the first fence, so Sir William went on, jumped kindly enough, and won very easily. In the next year, however (1840), Jerry won the National from a field of good horses.

Though Alan McDonough won on a number of horses, his name is perhaps more closely connected with Mr. Preston's Brunette, a mare who as galloper and jumper had gained a marvellous reputation. She might have won the Grand National in 1847 had she not gone dead amiss from an affection of the throat. She went to quite an outside price, and early in the morning on the day of the race she could scarcely manage to jump a small fence. Nevertheless she went to the post, and when she came to the water jump opposite the stand, she was nearly a quarter of a mile behind. Then beginning to make up ground, she challenged the leaders after jumping to the course for the last time, and ran a very creditable fourth to Mathew, the first Irish-bred horse to win the Grand National, and to whom she was giving much weight.

Mention has already been made of her starting for the Liverpool Grand National, and a curious story went the rounds at the time about Brunette. It appears that the day before the race she experienced a difficulty in swallowing, and the rumour at once spread like wildfire that Brunette was ill. About twelve o'clock the same night, a Mr. Dycer, an old friend of McDonough's, rushed into the latter's bedroom, and anxiously asked, "Is it true Brunette has gone wrong? If so, I shall be ruined. I have £2000 on her, and to-night I bet another £2000 that she would start." Mr. McDonough offered the disconsolate caller what little comfort he could, assuring him that at any rate the mare should go to the post, even though it were necessary to carry her there, and Mr. Dycer left, to be followed soon after, however, by the man with whom he had made the bet as to the mare running. The new-comer offered Brunette's jockey £1000 if the mare did not start, but the doings of the morrow showed how the "tempting offer" was met.

## 1848

| | | |
|---|---|---|
| Captain Little's "The Chandler," 11 st. 12 lb. | Owner . | 1 |
| Mr. Brettle's "The Curate," 11 st. 12 lb. . . . | Olliver . | 2 |
| ,, Elmore's "The British Yeoman," 11 st. 4 lb. | Mr. Bevill | 3 |

Twenty-nine started, including such well-known horses as Mathew, the winner of the previous year, Jerry, Pioneer, and The Sailor. The Irish horse Mathew was going well enough to encourage the expectation of his friends that he would repeat his former victory, when, after going for some distance, he was cannoned against by another horse and knocked over, his jockey alighting on his back. A fence or two further on Sparta struck into Lord Strathmore, this putting an end to his chance, while at the fourth fence before entering the straight The Sailor fell, broke his back, and was immediately shot, while Blue Pill and Counsellor both broke their legs. When the horses jumped on to the course The Curate held the lead; but The Chandler soon wrested it from him, and after a good race won by a length.

The Grand National of this year was chiefly remarkable for the appearance in the race, in the part of a jockey, of Johnny Broome, the pugilist. The story was that he took a bet of £10,000 to £100 that he rode a horse called Cavendish and won the National in this year. Cavendish, however, became lame, could not start, and so this bet was lost. The owner of Cavendish always declared that he knew nothing about the bet, and was never approached on the subject of Broome's riding him at Liverpool.

Subsequently Johnny Broome was reported to have made a bet with Captain Alleyne of a level £500 that he would be in the fourth field from home when the winner passed the post. It was said that in order to win his wager Broome tried to buy the horse Proceed; but failing in that he at the last moment before the entries closed obtained the loan of Eagle. Whatever the true details of the incident may have been, the fact remains that the starters for the National of 1848 included "Mr. C. C. Brooke's Eagle, aged, 11 stone 4 lb. (5 lb. extra)." The horse was not in anything like condition, yet Johnny Broome, riding with plenty of pluck if without much judgment, kept with his horses during the first round, and then Eagle began to fall behind. At Becher's Brook the second time the horse half stopped and bucked over the fence, sending his rider whirling through space. Broome fell heavily, was taken to a cottage not far off, where, in consequence of his injuries he had to remain for an hour, so he was not within four fields of the finish when The Chandler passed the post. He wore the same colours (red jacket and black cap) as Allensby who was on Blue Pill, and Broome had betted 5000 to 5 that this was the winner, but Blue Pill broke down in the second round, breaking his leg as already mentioned.

At this time Mr. Etty appears to have been one of the ruling spirits of the Liverpool races, and on his dying, Mr. E. W. Topham, of Chester, became lessee, the first step in the new management being the institution of an autumn meeting at which the Autumn Liverpool Steeplechase of 20 sovereigns each with 100 added was the chief event. There were forty-six subscribers, ten runners, and the winner was Mr. J. Henderson's The Doctor, ridden by Tom Olliver. The statement concerning the death of Mr. Etty and the succession of Mr. Topham looks as though the former scheme of a company had fallen through. It may be mentioned that The Chandler, who at the time of the race was the joint property of Captains W. Peel and Little, brought in his owners and one or two others between £6000 and £7000.

Captain Joseph Lockhart Little was born in 1821 at Chipstead, near Redhill, Surrey, where his family had long been located. He was known as "Josey" Little and the "Little Captain," and until the year 1848 served in the King's Dragoon Guards, but in that year he exchanged into the 81st Foot in consequence of the failure of the bank in which all his money was deposited. Captain Little was at Worcester when he heard of the bank's collapse, and when mounted on The Chandler, on leaving the saddling enclosure, Davies "the Leviathan" said, "Twenty ponies against your horse The Chandler, Captain," to which the Captain at once replied, "Put it down, Davies," and in a few minutes found himself the richer by £500, and he then felt able to start once more. The race, by the way, which served to put the "Little Captain" on his legs again was the Worcester Grand Annual, nor was it the first time it was won by a "picked-up horse," as in the year 1843 it was carried off by Dragsman, whose excellence was only discovered by chance, while Vivian, another winner, was bought for a mere song.

Captain Little's exploits on The Chandler were in all parts of the country, and it may be mentioned that he first came out as a rider at the above-mentioned race at Worcester. His winning the Grand National on The Chandler must be regarded as a wonderful piece of luck, for Captain Little did not then know very much about steeplechasing, and when it came to the finish he had to fight out the issue with his old coach Tom Olliver, perhaps one of the most resolute horsemen of his day. It was in 1847 that Captain William Peel sold a half share in The Chandler to Captain Little, and from that time the two became confederates, and they became possessed of Pioneer in a manner almost as curious as that through which they came to own The Chandler. After winning the Grand National in 1846, and the Leamington Grand Annual in which he was ridden by Captain Peel, Sir William Don bought him with the intention of winning the first Grand Steeplechase in France, and he laid the large bet of 5000 to 500 against Captain Peel winning on Culverthorpe. Sir William Don soon came to understand that he had made a mistake, and, on begging to be off the bet, the amount was reduced from 1000 to 100, which, as Culverthorpe pulled off the race, Captain Peel won. He bought Pioneer for the money, but as he broke down rather badly he was not of much use to the confederates. In 1850 Captain Little won a sweepstakes at the Grand Military on Gipsy Queen, and on the same mare he won the Hunt Cup at Warwick, easily beating Mr. Carew's gelding by Laurel (ridden by Mr. Morris, of the 17th Hussars) and four others; but Mr. Carew, thinking that his horse ought to have won, matched him for £100 a side against Gipsy Queen, Cup course and weights, but the result was a still more decisive victory for the mare. Not long after this Captain Little's name disappeared from the ranks of amateur riders. Captain Little, who was always a popular favourite, died on the 17th of February 1877, at the Hotel Clarendon in Paris, the immediate cause being described as congestion of the liver which resulted from a severe cold contracted on the preceding Wednesday as he was returning from his Club. About a year and a half before his death Captain Little was prostrated by an attack of gout which unhappily flew to his head, and settling in his left eye, caused its loss of sight. Captain Little was a light weight and as a rider on the flat he could hold his own with the best, while few professionals could beat him in the matter of fineness of hands or strength and elegance of seat.

As a steeplechaser The Chandler might never have been heard of had it not been for the discernment and good judgment of Captain (afterwards Major) William Peel, who inherited his love for racing from his father, Mr. Edmund Peel of Bonehill, near Tamworth. The Chandler, as he was subsequently called, was bred by Sir Edward Scott, of Great Bar. Sir Edward sold the horse to Mr. Wilkinson, a sporting chandler of Sutton Coldfield, and he, in turn, disposed of him to Mr. Garnett of Moor Hall, near Sutton Coldfield, and this gentleman was in the habit of driving the horse (it is not known who first gave him the name of The Chandler) in his gig to the covert side. The Chandler, by Dr. Faustus, was five years old in 1841, in which year Captain Peel first saw him. The Captain had driven over to Moor Hall to have a day with the Bonehill Harriers, and the black horse sent over for him to ride turning out to be lame, Mr. Garnett put the Captain on The Chandler, and he was carried so well during a brilliant five-and-twenty minutes after a stout hare that on the way home Captain Peel bought him by giving Mr. Garnett his black horse and twenty guineas. Nor did the deal end there, for Mr. Garnett not caring about the black horse, Captain Peel took him back at the original price (twenty guineas), only to sell him for sixty guineas a few days later to Captain Cotton (afterwards Viscount Combermere) of the Royal Horse Guards. The nett result was that not only did Captain Peel obtain the good horse The Chandler for nothing, but found himself with twenty guineas to the good.

During the greater part of the year 1842 The Chandler was lame from a severe cut received in the hunting-field, but becoming sound again he was for the next three seasons Captain Peel's favourite hunter. It was not until the year 1846, when the horse was ten years old, that Captain Peel dreamed of trying what The Chandler could do in a steeplechase; but in that year his owner sent him to Bradley, at Hednesford, to be trained, and he ridden by his owner for the first time at Birmingham ran second to Richard the First for a sweepstakes, the winner to be sold for 300 sovereigns, but had he not been carried so far out of the course by one of the horses which bolted, he would almost certainly have won. His next appearance was at Warwick for the Hunt Cup. Captain Little had not then come upon the scene, and as Captain Peel's aunt had just died The Chandler was ridden by Captain Broadley, and whether it was that the rider was weak, or that strange hands upset the horse, the fact remains that he turned round at too many of the fences, yet made short work of his eight opponents, for he won in a canter by twenty lengths.

It was during this Warwick Hunt Cup race that The Chandler made that famous jump—wonderful under any circumstances—which has given rise to so much discussion. Some said that it was thirty-nine feet; others thirty-seven, while others again gave it as less, but from the best accounts the real distance seems to have been thirty-seven feet.

Ridden by Captain Peel the horse won at Windsor, and then the Captain sold half of him to Captain Little, by whom he was almost invariably ridden on subsequent occasions. In the same year (1847) Captain Little's colours—white body, black sleeves, black cap—were first seen on The Chandler at Worcester.

The Grand National of 1848, as mentioned elsewhere, fell to Captain Little and The Chandler, and he ran again in 1850 when his weight was 11 st. 3 lbs., and the field numbered thirty-two—the largest on record. Less fortunate, however, than in 1848, The Chandler could get no further than the fence before Becher's Brook when, coming into collision with Frisby on Lord Strathmore's Rat-trap, both fell and were out of the race forthwith. The Chandler ran on other occasions in the National but was not destined to again distinguish himself.

## 1849

| | | |
|---|---|---|
| Mr. Mason, Junior, ns "Peter Simple," h. b., aged, 11 st. 2 lbs. . . . . . . . | Cunningham | 1 |
| Captain D'Arcy's "The Knight of Gwynne," aged, 10 st. 7 lbs. . . . . . . . | Owner . . | 2 |
| Mr. J. Mason's "Prince George," aged, 10 st. 10 lbs. . . . . . . . . . | Olliver . . | 3 |

Twenty-four started. The National this year was at one time very like being run in bad weather, but towards noon it cleared off, though it was extremely cold, but the attendance was said to be larger than on any previous occasion. Amongst those present were the Prince of Orange, Earls Sefton, Chesterfield, and Strathmore, the Marquis of Waterford and the Marquis of Downshire, Sir W. Watkin Wynn, Captain Little, and other well-known supporters of steeplechasing. The race itself was more or less a chapter of accidents, as The Curate, Equinox, and Kilfane were all killed—the two former broke their backs, and the latter his thigh. The Chandler's chance was apparently not regarded with any great favour, as he was not mentioned in the betting. Peter Simple started at 20 to 1, and won in a common canter, but it was said that Captain D'Arcy, who rode his own horse The Knight of Gwynne, was not quite fit at the time. An ugly story has been related in connection with this race. Captain D'Arcy had backed his horse very heavily, and on coming into the straight and seeing that he had no chance of winning, offered Cunningham, so the latter averred, first of all £1000, and then, increasing his bid by leaps and bounds, finally offered £4000 if he would pull Peter Simple, which Cunningham refused to do. The obstacles at which the fatalities occurred were merely low banks of earth, that any one could easily have stepped over, indeed one was said to have been scarcely 18 in. high, and being formed of the same dark peaty soil as the rest of the field, the opinion was freely expressed that the horses were unable to see them in time. Though Peter Simple had recently won at the Wakefield and Stourton meetings, he was scarcely thought of on this occasion, save by his owner, trainer, and a few friends, and indeed Davies laid Cunningham 3000 to 30 that he did not win on Peter, and Captain D'Arcy 5000 to 100 that he did not win on The Knight of Gwynne, and it is stated that Cunningham's bet was settled in less than ten minutes after he had passed the chair.

## 1850

| | | |
|---|---|---|
| Mr. Osborne's "Abd-el-Kader," aged, 9 st. 12 lb. . | Green | 1 |
| ,, J. Fort's "The Knight of Gwynne," aged, 11 st. 8 lb. . . . . . . . . . . . . | Wynne | 2 |
| Lord Waterford's "Sir John," aged, 11 st. 8 lb. . | J. Ryan | 3 |

Thirty-two started. The race of this year again saw The Chandler among the competitors, and The Knight of Gwynne (this time run in Mr. Fort's name and ridden by Wynne) was second as in the previous year, while the field, as mentioned above, numbered no fewer than thirty-two, and perhaps a finer lot of horses were never seen competing in one race. In the rush which surrounded the start, Daly, who was on Lord George Kennedy's Spring Buck, was driven on to the post, and fractured his leg, and Mr. Murphy's The Oaks, ridden by Canavan, rolled over at the first fence, while at the brook Rat-trap and Rainbow fell, the rider of the latter being much hurt. On entering the course for the second time, little Abd-el-Kader rushed to the front, followed by The Knight of Gwynne, Sir John, and Peter Simple, but the "Little Ab" as he was called, held his own, and won a good race by a length, the distance given in the conditions as 4 miles 406 yards being run it is said in 9 minutes 57½ seconds. The winner this year, as on other occasions, had to pay 20 sovereigns towards the expenses.

The history of Abd-el-Kader is somewhat curious. Mr. Joseph Osborne, of Dardistown Castle, near Drogheda, was one day journeying from London to Holyhead on his way back to Ireland, when he found himself on the Shrewsbury Hirondelle coach, and during the last stage he was very much taken with the near leader, a good-looking brown mare. He eventually bought her for 50 guineas, discovered her breeder, and obtained from him a declaration that the mare was by Hit or Miss out of a half-bred mare. He named her English Lass and won some steeplechases with her. In 1852 she bred Abd-el-Kader who was by Ishmael. Abd-el-Kader, or the "Little Ab," as his owner used to call him, proved such a savage that he was "added to the list," and did not recover from the operation for more than two years, while he also met with another accident which nearly put an end to his hunting and steeplechasing career. Notwithstanding these occurrences, however, he turned out to be an extraordinarily fine and bold fencer, and he was only a little one standing under 15 hands 2 in. He ran a good deal in Ireland, and like Brunette ran his first steeplechase on an English race-course at Worcester, while besides his dual win at Liverpool he was victorious in a good many other steeplechases in this country.

### 1851

| | | |
|---|---|---|
| Mr. J. Osborne's "Abd-el-Kader," aged, 10 st. 4 lb. | T. Abbott | 1 |
| ,, C. Higgins's "Maria Day," aged, 10 st. 5 lb. | Frisby | 2 |
| Lord Waterford's "Sir John," aged, 11 st. 12 lb. | Ryan | 3 |

Twenty-one started. On this occasion the field dropped from thirty-two to twenty-one, and one cannot help regretting that some complaints were made as to the market operations, which led to the withdrawal of The Young 'un and Rescue, as well as with the running of Peter Simple. The latter was reported to have been sold on the previous Monday (the race was run on Wednesday). Abd-el-Kader was the property of Mr. Joseph Osborne, the compiler and proprietor of "The Horse-breeder's Handbook" and "The Steeplechase Calendar," which preceded the official publication, and he did much work for *Bell's Life*.

Fortunately there were no more than three or four falls, but the rider of Hope broke his stirrup-leather, and had to stop. It appears to have been a terrific race all through, Abd-el-Kader, Tipperary Boy, Sir John, and Maria Day being all of a cluster for something like a mile. On jumping into the course at the finish Maria Day challenged Tipperary Boy and both hit the hurdles rather hard. Tipperary Boy then dropped back a little and Abd-el-Kader took a slight lead of Maria Day. They galloped almost neck and neck to the winning-post, where the judge's decision was that the "Little Ab" had won by half a neck.

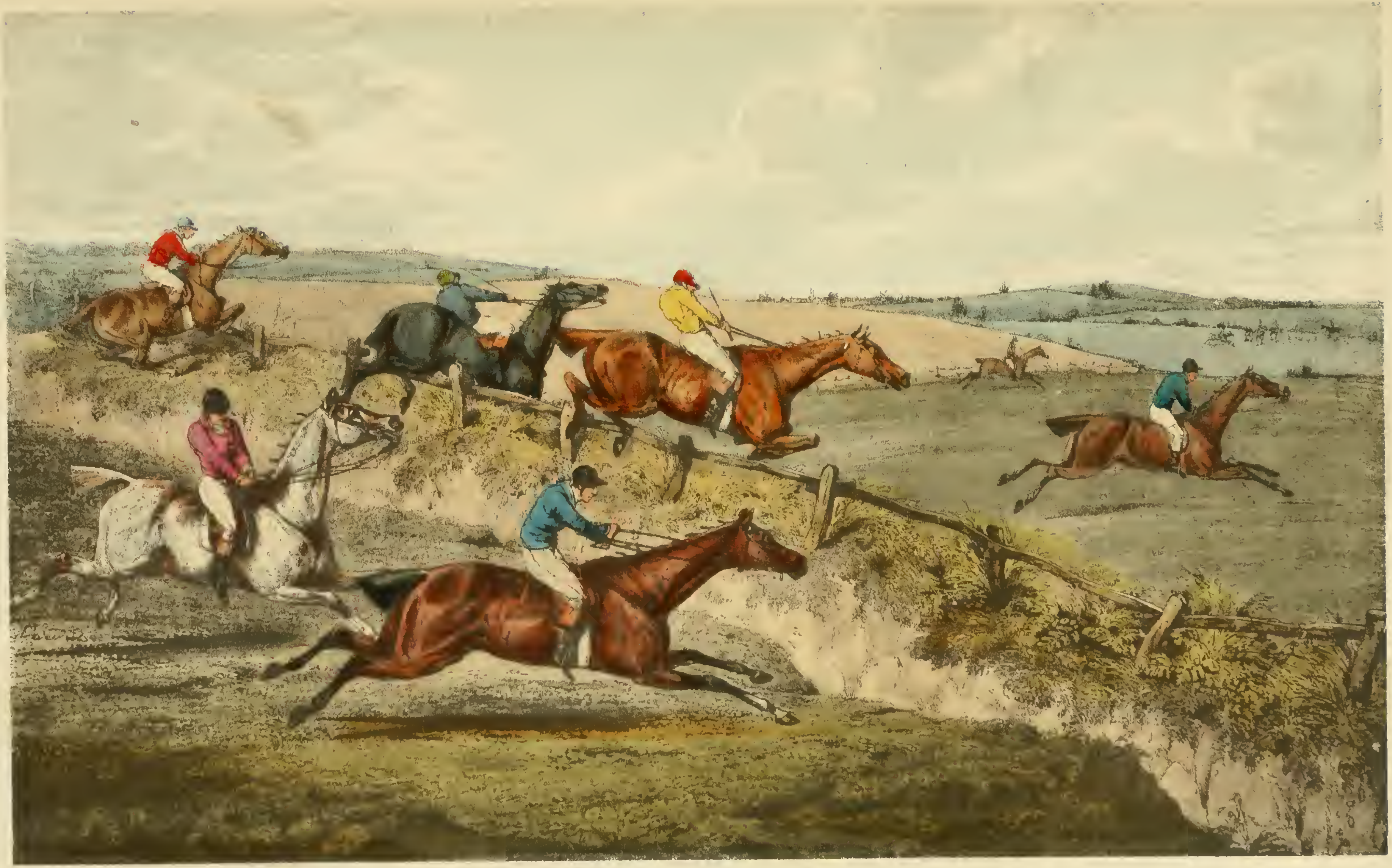
## 1852

| | | |
|---|---|---|
| Mr. Mason's "Miss Mowbray," aged, 10 st. 4 lb. . . . . . . . . . . | Mr. Goodman . | 1 |
| ,, Cartwright's "Maurice Daly," aged, 9 st. 6 lb. . . . . . . . . | Boyce . . . | 2 |
| ,, Barnett's "Sir Peter Laurie," aged, 11 st. 2 lb. . . . . . . . . . | Holman . . . | 3 |

Such old friends as Abd-el-Kader, Sir John, and Peter Simple were among the twenty-four competitors, and although, as will be seen presently, Peter Simple had by no means finished his victorious career, he was not on this occasion destined to be successful. The "Little Ab" took up the running, after a couple of fences, and cleared Becher's Brook in advance of his horses, but fell a little later on, and then Chieftain went to the front. On nearing the entrance to the course, Miss Mowbray, followed by La Gazza Ladra, Maurice Daly, and Sir Peter Laurie closed on Chieftain, and Miss Mowbray getting her head in front at the distance won by a clear length. There were several falls, and the race was accomplished in very fast time, 9 minutes 58½ seconds. Miss Mowbray's previous career had been rather eventful. She was bred by Mr. H. D. Boulton, of Pitmore, Beds, and was by Lancastrian—Norma, by Waterloo, Norma being well known in the Oakley country as the property of Mr. Magniac, the Master. After being returned from Newmarket with the character of being "no race horse," Miss Mowbray did very well in the hunting-field, and when five years old was sold by Mr. Boulton to a Manchester drysalter, for the "enormous" sum of £105, and he returned her in a week as unsound and a year younger than described. In vain did Mr. Boulton deny the alleged unsoundness and stated the mare's proper age; the acute Manchester man fought him with two veterinary certificates, and the opinion of an "experienced friend," and not only absolutely declined to have the mare, but would not pay £1, 19s. incurred as expenses. Poor Miss Mowbray was now shown to Messrs. Bevill and Goodman by Mr. Boulton, but these able riders declined her for steeplechasing in no unmeasured terms. But it is a long lane that has no turning, and Mr. J. F. Mason, after riding her in a skurry with the Oakley, bought her within a fortnight after her ignominious return from Manchester, and Miss Mowbray avenged herself on her critics by winning the Warwickshire Hunt Cup, the Welter Stakes, and the Open Steeplechase at Leamington, and then the Liverpool, as already stated.

It had been asserted that the artificial water jump had been made larger than usual, but the following letter, addressed to the editor of *Bell's Life*, settles the question:—

"SIR,—In the account of the Liverpool Steeplechase given in your paper of last Sunday, it is stated that the water jump opposite the grand stand had been altered by my instructions, and that it was thus made a large and dangerous leap. This is not at all correct. In the constant preparation of this artificial fence the workmen had gradually diminished the depth of the ditch till it had become a mere splash of



A STEEPLE-CHASE. PLATE III. DRAWN BY H. ALKEN.

water, and I desired that it might be restored to its former dimensions in every respect. This was done, and no more. The water is 13 ft. 6 in. in breadth, and more than 4 ft. deep. The rail is about 3 ft. high, strongly made, and leaning towards the water. It is a very large but perfectly fair leap, and I do not remember any serious accident befalling a horse, except in one instance, when a fine Irish horse broke his back, but this happened in consequence of the frost.

"SEFTON."

## 1853

| | | |
|---|---|---|
| Capt. Little's "Peter Simple," aged, 10st. 10lb. | T. Olliver . . | 1 |
| Mr. Mason's "Miss Mowbray," aged, 10st. 12lb. | Mr. Gordon . | 2 |
| ,, Mason's "Oscar," aged, 10 st. 2 lb. . . . | ,, A. Goodman | 3 |

Twenty-one started. Betting:—10 to 1 Peter Simple; 5 to 1 Miss Mowbray; 6 to 1 Oscar.

In spite of numerous rivals like Aylesbury, Leamington, and Cheltenham, the Grand National appears to have advanced in importance from year to year, and by this time was regarded as far and away the chief steeplechase of the year. Frost interfered a good deal with many of the earlier steeplechasing arrangements this season, and the meetings at Lincoln, Hereford, Coventry, and other places had to be postponed, to the advantage of the Grand National, inasmuch as all the horses who were engaged in more than one place had no opportunity of showing whether they had retained their earlier form or had gone back. The field numbered twenty-one, or three fewer than in 1852, Abd-el-Kader, Bourton, Carrig, The General, Maurice Daly, The Knight of Gwynne, and other well-known horses coming to the post. This time Peter Simple, who won in 1849, when he carried 11 st. 2 lb., succeeded in winning the race again, but on this occasion he was ridden by Tom Olliver, with 10 st. 10 lb. in the saddle, and beat Miss Mowbray (who ran second) by three or four lengths, the mare in turn being three lengths in front of Oscar. Abd-el-Kader was fifth, and the time of the race was given as 10 minutes 37½ seconds.

## 1854

| | | |
|---|---|---|
| Mr. Mosley's "Bourton," aged, 11 st. 12 lb. . | Tasker . | 1 |
| ,, Barber's "Spring," 6 years, 9 st. 10 lb. . | W. Archer | 2 |
| ,, Mr. Cotgreave's "Crabbs," aged, 9 st. 2 lb. | D Wynne | 3 |

Twenty started. Betting:—4 to 1 Bourton; 20 to 1 Spring; 9 to 1 Crabbs.

The Grand National of this year was prefaced by sundry incidents not altogether of a most agreeable nature. Just before the race speculation appears to have been almost at a standstill, owing to the uncertainty which prevailed respecting the starting of Miss Mowbray, and on which of his lot Tom Olliver would be seen. All sorts of rumours were going about the course, and eventually, a few minutes after half-past two, Miss Mowbray was scratched. Tom Olliver, who was not exactly a featherweight, had by dint of severe wasting managed to get down to 9 st. 5 lb., and as Mr. Cartwright was his first master he insisted on Tom riding Maurice Daly, whereas it was generally anticipated that his fancy would incline towards Half-and-Half. This sudden change caused no little sensation on the course, and an angry ebullition of feeling was the result.

As soon as it was generally known that Miss Mowbray had been scratched, her backers, and the public generally, stigmatised it as a most unprincipled proceeding, though it afterwards transpired that the owner, his friends, and the connection in Dockeray's stable, in which the mare was trained, were heavy losers, they having backed her for a couple of thousand pounds, and did not hedge a penny piece. On the Saturday before the race she was as fit as she could be, and Jem Mason had "consented" to come out of his retirement and ride the mare. On Miss Mowbray reaching Liverpool, however, her near foreleg gave way to such an extent that it would have been dangerous to have started her, and after she had been taken back to Mason's stables in Mount Street, London, it was asserted that her leg had actually been blistered unknown to her trainer.

As showing the difference between betting in those days and at the present time, it is on record that Miss Mowbray was heavily backed for the National even before the entries were made public, but when the weights were announced, the public discovered that they were not exactly on velvet, and so for a time she went out of the market; but, after a while, she again became the favourite, and was at the head of the quotations until a move was made in favour of Bourton. Yet there were some who were ready to bet against her, and one bookmaker offered to lay £18,000 to £3000.

Abd-el-Kader would have been a certain starter, but while in the train *en route* for Dublin, he took fright at the flapping of the near side door of his box, which slipped out of the slide. He broke his head collar and became for some time perfectly unmanageable. In the scrimmage which ensued he injured his eyes, and did so much damage to his hocks that he was struck out on the Monday before the race.

Among the twenty starters were old Peter Simple, Oscar, Half-and-Half, La Gazza Ladra, Maurice Daly, and Timothy. Half-a-dozen of them refused the bank beyond Becher's Brook, and so fast had the pace been that before the far turn was made there was a tremendous tail, and after completing the first round Bourton (the eventual winner) was lying second, and he always held a good position. Burnt Sienna showed very prominently for a great portion of the course, but when it came to the last turn died away, Crabbs and Bourton then going on side by side, until, when fairly in the straight, Bourton took a decided lead and eventually won in a common canter by fifteen lengths. Bedford broke his leg and was shot. The time of the race was given as 9 minutes 59 seconds, and the value of the stakes was £695.

Bourton's end was tragic. Whilst running in the Grand Annual Steeplechase Handicap, at the Warwick spring meeting in 1858, he broke one of his pasterns "short off" at the water jump just opposite the stand. Sam Darling, who was riding him, dismounted, but the poor animal, who is said to have literally "stamped with pain," at first would not let any one come near him, though of course in the end he was led away to be destroyed. The incident gave rise to a recriminatory correspondence in the columns of *Bell's Life* between Mr. Mosley, the former owner, and Mr. Campbell of Menzie (a resident of Leamington), the owner of Bourton at the time of his death, and the following letters from these gentlemen throw a little interesting light upon steeplechasing life in the "fifties," and it may also be mentioned that in his account of the accident the Racing Correspondent of *Bell's Life* wrote: "We could not avoid expressing our surprise beforehand at the horse being started when our attention was drawn to the awful state of his legs whilst walking in the enclosure." It is a curious coincidence that Tasker, Bourton's rider, was killed at the Warwick autumn meeting in 1855. The letters referred to read as follows:—

"WOLVERHAMPTON, *March* 22, 1858.

"SIR,—When I sold Bourton to Mr. Campbell it was with a firm conviction that I had secured for him a comfortable asylum for life, and with a positive assurance 'that his racing career was at an end.' As the case will shortly have to be argued in a court of law, it is unnecessary for me to observe more, my only desire being to remove the impression that I parted with an old and much valued servant for a trifling consideration, regardless of his future fate. Had Mr. Campbell kept faith with me, we should have been spared the melancholy spectacle of seeing Bourton in a state in which I venture to affirm the oldest Turfite never before saw a horse brought out to contest a four-mile steeplechase.

"WM. MOSLEY, JR."

"Sir,—It was pecuniary consideration, and not the 'future fate' of his 'old and valued servant' that Mr. Mosley cared about. In a letter dated January 6, he says, 'Now, I do not object to your racing him at all, so long as I have what I consider my due.' I gave Mr. Mosley £50 for Bourton, with the understanding that I was to give £50 more if he remained sound for one season; and when Mr. Mosley wished to stipulate that I should not race him, I distinctly, as I can prove, refused to be so bound. With one exception I have not raced a horse for upwards of twenty years, and had the poor animal proved useful to me as a hunter I should not have run him; but upon taking him out with the hounds, I found he became so franticly (*sic*) violent as to make it extremely dangerous, and my hunting him therefore became almost out of the question. Although I believe he realised many thousands for Mr. Mosley, he brought me nothing but expense; he had not even carried me in one good run, or done anything to entitle him to become my pensioner for life, and not choosing to expose him to ill treatment which a sale of him might entail, I resolved to give him a chance, and ran him; but unfortunately another horse swerved against him at the brook, causing him to jump it standing and sideways, under which disadvantage he broke his fetlock joint, an accident which the enclosed medical certificate will prove might have happened to the youngest and soundest animal in the field.

"Abd. Campbell.

"Leamington, *March* 31."

## 1855

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| Mr. Sargent ns "Wanderer," (h. b.) aged, 9 st. 8 lb. | J. Hanlon | 1 |
| ,, W. Barnett's "Freetrader," 6 yrs., 9 st. 4 lb. | Meaney | 2 |
| ,, James's "Maurice Daly," (h. b.) 6 yrs., 9 st. 6 lb. | R. James | 3 |

Twenty started. Betting:—20 to 1 Maurice Daly.

Miss Mowbray, Peter Simple, Needwood (probably Ben Land's horse), Half-and-Half, and Burnt Sienna were again among the twenty starters, but the race this year was a terribly hollow affair, as six horses were disposed of in the first round, and at the finish the three placed horses were a very long way in front of their rivals. Miss Mowbray's steeplechasing career came to an end, as she broke her neck at Becher's Brook the second time round, her rider (Darling), who had met with a heavy fall in a previous year, being now comparatively little injured. Wanderer won by two lengths. He was bred in Ireland, and was so little thought of that perhaps his victory did not cause a five pound note to be taken out of the ring. There was a great falling off in the number of entries this year, and owing to the severe weather postponements of the various meetings had been frequent, whilst trainers experienced the greatest difficulty in getting their horses into anything like condition.

## 1856

| | | |
|---|---|---|
| Mr. Barnett's "Free Trader," aged, 9 st. 6 lb. | G. Stevens | 1 |
| ,, Davenport's "Minerva," 6 yrs., 9 st. 10 lbs. | R. Sly . . | 2 |
| ,, G. Hudson's "Minos," aged, 9 st. 4 lb. . | James . . | 3 |

Twenty-one started. Betting:—25 to 1 each Free Trader and Minerva.

The Liverpool meeting had heretofore occupied a single day only, but this year it was extended over two days, the Grand National being run on the second. It should also be noted that Mr. Topham this year undertook the management of the meeting. The winner, Free Trader, belonging to Mr. Barnett, a Cheltenham man, was ridden by George Stevens, who thus began his series of five wins, while R. Sly, who rode the second horse, was, I fancy, the same "Bob Sly" who afterwards trained at Richard's Castle, in Shropshire. There were a good many accidents in the race. Victor Emmanuel fell at the second fence, and getting loose ran riderless round the course, as did Major Browne's Hall Court some years afterwards. In the second round Banstead fell and dislocated his shoulder, while Dan O'Connell fell at a fence by the canal side, and there were other casualties during the race, which was run at a very fast pace. Free Trader's owner is said to have presented Stevens with £500, as a reward for his able and steady riding, and a few evenings later on, some of his backers met him at the Crown Inn, and presented him with a "capital hunter" of the value of £80, so altogether Stevens's first Grand National was very much appreciated.

## 1857

| | | |
|---|---|---|
| Mr. Hodgman's "Emigrant," aged, 9 st. 10 lb. | C. Boyce | 1 |
| ,, B. Land's "Weathercock," 6 yrs., 8 st. 12 lb. | Green . | 2 |
| ,, T. Hughes' "Treachery," 5 yrs., 9 st. . . | Poole . | 3 |

Betting:—10 to 1 Emigrant; 33 to 1 Weathercock.

The field in this year numbered twenty-eight, and with the exception of Free Trader, Little Charlie, and Maurice Daly, there were fewer old friends than usual. After one false start Free Trader took up the running, but on settling down was passed by Emigrant, who was practically in front during the whole race, though Westminster reached his girths at the water jump in front of the stand, his owner having backed him to be first over that obstacle. Emigrant, however, jumped so beautifully all through, and so quickly, that, although the horses rose almost abreast at the brook, Emigrant gained the best part of a length at it, while a little later on Westminster again came up, as Boyce, who was riding Emigrant, finding that he had all the other horses settled, steadied his own so as not to unduly distress him. Weathercock refused the post and rails; Star of the West and Forest Queen fell, and The Miner nearly fell from exhaustion; Red Rose fell at the bank the second time, and Albatross broke a blood vessel. At last four horses only, viz., Emigrant, Weathercock, Dangerous, and Treachery were in the race at all, and of these Emigrant was three lengths ahead. Weathercock after clearing the last hurdles almost reached Emigrant, but directly Boyce dropped his hands the horse shot away and won easily by three clear lengths. The winning jockey fared even better than his predecessor on Free Trader, for it was confidently stated that the owners of Emigrant had presented Boyce with £1000, and a baronet, who had won a good sum over the event, with another £500, and it was a curious coincidence that Ben Land, the owner of the second horse, should have parted with the winner two years previously. The stakes were valued at £1115.

## 1858

| | | |
|---|---|---|
| Mr. Capel's "Little Charlie," aged, 10 st. 7 lb. | W. Archer | 1 |
| Viscount Talon's "Weathercock," aged, 11 st. 7 lb. | Mr. Edwards | 2 |
| Mr. Craven's "Xanthus," aged, 11 st. | F. Balchin | 3 |

Sixteen started. Betting:—100 to 6 Little Charlie; 25 to 1 Weathercock; 33 to 1 Xanthus.

In this year the winner was penalised to the extent of thirty sovereigns towards expenses, the successful horse on this occasion being ridden by William Archer, the father of Charles and Fred Archer.[1]

The race was started a few minutes to four. Joe Graham refused his first fence and took no further part in the affair, while Tom Olliver got a heavy fall at the brook at the lower end of the course, and only nine out of the sixteen runners jumped the artificial brook. In the second round there were several more mishaps, two horses falling near the finish. Little Tom was the favourite, but he fell twice in the early part of the race and jumped into the middle of the artificial brook, throwing his rider some distance, but the latter was not hurt, and was able to remount after a few seconds. He could not, however, make up his lost ground. At the distance Weathercock and Little Charlie were neck and neck, and William Archer, riding a patient race, bided his time till close home, and won fairly easily; but the race was the slowest ever known since low weight handicapping came in; the time was given as 11 minutes 5 seconds. Of the sixteen starters five only—the first and second, together with Morgan, Rattler, and Conrad—completed the course without making any mistake. Little Charlie, as was his wont, hung a good deal at the finish; but in his fifth year of steeplechasing, at his fourth attempt at the Grand National, succeeded in winning.

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[1] William Archer, who died in December 1889, was born on New Year's Day 1826, at St. George's Place, Cheltenham, where his father (William) kept some livery stables. When he was only nine years old, that is to say in 1835, William Jr. had his first mount, riding a pony in a hurdle race at Eldstone Hardwick, near Cheltenham. In his younger days he was also a competent jockey on the flat, and, after running away from home, made his own living in the Midlands, and was successful on two or three moderate horses at small meetings in Warwickshire and Staffordshire. Among those who employed him was Alderman Copeland, who owned King Cole, winner of the Chester Cup in 1838. At that time George Taylor, father of Alec Taylor, trained Lord Chesterfield's horses, and to him went young Archer and made rapid strides in horsemanship. It is said that he received as a retainer for his services from Alderman Copeland six pounds a year and a

## 1859

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|---|---|---|
| Mr. Willoughby's "Half Caste," 6 years, 9 st. 7 lb. | Green | 1 |
| Viscount F. de Cunchy's "Jean du Quesne," aged, 9 st. 9 lb. . . . . . . . . . | Lamplugh | 2 |
| Mr. Land's "The Huntsman," 6 years, 11 st. 2 lb. | B. Land, Jr. | 3 |

Twenty started. Betting:—7 to 1 Half Caste; 11 to 1 Jean du Quesne; 12 to 1 The Huntsman.

All jumped the first fence in good style, when Xanthus (third in 1858) took up the running. Becher's

suit of livery. He then appears to have gone to Hednesford, and while there he was fairly fortunate. Subsequently William Archer went to Russia to ride for the Czar, at the remuneration of £100 per annum with board, residence, and everything found. He started in 1842, having the care of sixteen English thoroughbreds. Two years in Russia were sufficient for him, so he came back in 1844 and went to Mr. Bradley, with whom he had been before leaving the country, and then it was that he began to ride in hurdle races and steeplechases, his success in that line inducing him to settle down as a steeplechase jockey in Cheltenham. Here in 1848 he won on Thurgarton, beating Tom Olliver, who was riding his own horse Vanguard. William Archer's eldest son, who was named after him, was killed at Cheltenham Steeplechases in 1878, while in 1862 Archer *père* gave up riding steeplechases, his last mount being on Mr. G. Taylor's Yaller Gal.

Brook caused the downfall of Spring, and at what had been Valentine's Brook Gibraltar came down. It is stated that eighteen horses jumped the artificial water so cleanly that not a splash was made; Spring went on riderless.

The Brewer, declining to rise, rushed through the fence and tumbled into the water, his bridle coming off when his jockey attempted to pull him out. Weathercock broke down badly at the stable turn, and at "Proceed's lane" Half Caste took up the running from Xanthus, but soon gave way again before reaching Becher's Brook. The fence with the ditch on the taking-off side brought down Xanthus, while Flatcatcher and Gibraltar were beaten. On coming into the straight Jean du Quesne became second, and then the racing began, Half Caste eventually winning by half a neck after a capital struggle, a long distance dividing second and third. It must be remembered that at this time no greater sum than one hundred guineas was added, and this year the race was worth £840. The majority of the horses competing this year were cast-offs from the flat, and were considered to be a poor collection of competitors for the chief steeplechase of the year. The time was 10 minutes 2 seconds, and the winner's only previous performance over a country was in the Town Plate at Windsor, in the previous November, when he fell.

### 1860

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|---|---|---|
| Mr. C. Capel's "Anatis," aged, 9 st. 10 lb. | Mr. Thomas | 1 |
| Capt. Hunt's "The Huntsman," aged, 11 st. 8 lb. | Capt. Towneley | 2 |
| Mr. Craven's "Xanthus," aged, 10 st. | Balchin | 3 |

Nineteen started. Betting:—7 to 2 Anatis; 40 to 1 Huntsman; 10 to 1 Xanthus.

The last named made the running at a great pace, Goldsmith, Telegram, and Anatis following, and in a very short time the field was reduced as Congreve and

Miss Harkaway refused the second fence, Horniblow and Kilcock being utterly outpaced. Just afterwards Huntsman drew into second place in front of Anatis, and very soon after the water jump was reached Sir Robert, The Curate, and Shylock were among the missing. Xanthus had been travelling at such a great pace that he was beginning to feel the effect of his exertions, and was passed by Anatis just before coming to Becher's Brook. Telegram, who had been going well, fell heavily, bruising himself and his rider, Palmer, a good deal; at the same fence Tease broke down. On nearing the first hurdle into the straight Anatis held a lead of several lengths, Huntsman, Xanthus, and Maria Agnes following. The last named was driven along to join the others, but her rider finding her unequal to the task pulled her up. Huntsman, on whom Captain Towneley had been riding a most patient race, gradually drew up to Anatis until at the last hurdle the pair were neck and neck. Then came an exciting struggle between the two; Mr. Thomas called on Anatis, the mare eventually winning by half a length from the outsider, Xanthus being a bad third. This was quite an amateur's year, the first, second, and fourth horses being ridden by gentlemen riders.

The story of the decadence of steeplechasing was repeated at this meeting, and a chronicler of the time asked gentlemen who extensively patronised steeplechasing to take immediate measures for the drawing up of rules by which the sport might be honourably governed; for he attributed the evils and abuses which had so long disgraced it to the non-existence of a code of necessary rules and regulations.

## 1861

Mr. J. Bennett's "Jealousy," aged, 9 st. 12 lb. . Kendall . . 1
Capt. Christie's "The Dane," 5 years, 10 st. . W. White . 2
Mr. Briscoe's "Old Ben Roe," aged, 10 st. 7 lb. Waddington 3

Twenty-four started. Betting:—5 to 1 Jealousy; 40 to 1 The Dane; 12 to 1 Old Ben Roe.

Lord Sefton always conducted the horses to the starting post, and on this occasion his hack becoming frightened at the starter's flag reared up, and whipping short round came to the ground, but Lord Sefton was unhurt. One false start only took place before the flag fell, and, as was the case in the previous year, Xanthus showed prominently at the start, though this time he lay second to Redwing for a short distance. At the third fence, into the first ploughed field, Longrange and Irish Emigrant fell, effectually stopping Diamant and Kilworth Lass. Xanthus, Redwing, and Jealousy were the first three over Becher's Brook, and then the chapter of accidents was continued, as at the rails after Becher's Brook Master Bagot fell and rolled over Mr. Edwards, The Freshman came down at what had been Valentine's Brook, and managed to slip one of his legs through the reins, while Conductor fell and broke his shoulder just afterwards. Cockatoo fell after the water jump and nearly knocked down Anatis, who struck Green with her feet and blundered on to her knees, and in so doing was again knocked over by another horse falling against her. Jealousy, Redwing, Xanthus, and Bridegroom made up the leading batch with The Dane and Old Ben Roe coming next. Xanthus and Jealousy, running side by side, were the first two on the race-course, but at the distance Jealousy left her opponent and won rather easily by two lengths from The Dane, who was in turn a couple of lengths in front of Old

Ben Roe; Bridegroom was fourth. At the previous Doncaster meeting, it was stated that a Mr. Gordon had laid Mr. Rowlands 1000 to 20 three times, and then offered to lay 2000 to 40 more, that Mr. Rowlands did not ride the winner of the Liverpool Steeplechase, Mr. Rowlands returning the compliment by betting Mr. Gordon an even "fifty" that the latter did not hedge on or before the day. Mr. Rowlands, however, who subsequently bought Brunette, was not fortunate enough to gain a place, and Mr. Gordon, it was stated, did not hedge. Just prior to the race a curious circumstance occurred, which showed the pressing necessity for some fixed and definite code of steeplechasing laws. A rumour spread that Old Ben Roe had been objected to, as being in the forfeit list under his old name of Joe Maley on account of the Lincoln Hurdle Race of the previous year, but the opposite party urged that the fact of a horse being in the forfeit list could not disqualify him for a steeplechase, that branch of sport not being amenable to racing law. George Stevens is said to have refused thirteen offers in order to ride Jealousy, but as those who had the first call on his services put in a veto, he stood down on this occasion.

## 1862

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| Viscount de Namur's "Huntsman," aged, 11 st. | H. Lamplugh | 1 |
| Mr. J. B. Angell's "Bridegroom," aged, 10 st. 3 lb. | B. Land, Junr. | 2 |
| ,, Westmoreland's "Romeo," aged, 8 st. 12 lb. | C. Bennett | 3 |

Betting:—3 to 1 Huntsman; 10 to 1 Bridegroom; 100 to 8 Romeo.

The starters numbered thirteen only, showing a great falling off from the previous year, when the largest entry (89) up to that time was secured. The small number was by a great many attributed to the lightness of the weights. There was a delay of half an hour before a start could be effected, and then Xanthus as before went to the front. The second fence proved fatal to The Poet, and Thomastown, refusing the post and rails, returned to the paddock. No material change occurred until the horses rounded the flag at the bottom, where Bridegroom joined Xanthus, the pair being side by side as they jumped the rails before Becher's Brook, Bridegroom clearing the water two or three lengths in front of Harry, who was followed by Xanthus, Willoughby, Romeo, Playman, and Huntsman, all in a cluster. On coming on to the race-course for the first time Bridegroom increased his lead, but at the hurdles Playman came down heavily through striking them hard, and while horse and rider were on the ground Willoughby and O'Connell cannoned at the obstacle and fell, the latter rolling over poor James Wynne, inflicting fatal injuries. Bridegroom's lead was not challenged until Romeo raced up to him on the far side, where Anatis was outpaced and tiring at every stride. At the fence after Becher's Brook Romeo took the lead, and then Bennett finding that he had jumped on the wrong side of a flag had to go back and take the fence again. Almost directly afterwards Huntsman drew up to Bridegroom, the pair rounding the turn close together about twenty lengths ahead of the other surviving competitors, but as the horses approached the hurdles near the distance Lamplugh, Huntsman's jockey, brought him out, the favourite easily beating Bridegroom by four lengths. Romeo, ridden out to the end, was third, about a score of lengths away from the second. The unfortunate jockey, James Wynne, who died the same evening, was the son of "Denny" Wynne who steered Mathew to victory in 1847, and was by no means strong and robust. He had been apprised on the morning of the race of the death of his sister, and Lord de Freyne who owned O'Connell kindly advised him to give up the mount. This, however, the lad was reluctant to do, having come so far to ride the horse, and Lord de Freyne knowing he would do his best, let him have his way, with the above-mentioned result.

## 1863

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| Lord Coventry's "Emblem," aged, 10 st. 10 lb. | G. Stevens | 1 |
| Mr. J. Astley's "Arbury," aged, 11 st. 2 lb. | Mr. Goodman | 2 |
| ,, Briscoe's "Yaller Gal," aged, 10 st. 13 lb. | Dixon | 3 |

Sixteen starters. Betting:—4 to 1 Emblem; 20 to 1 Arbury and Yaller Gal.

Has the Liverpool course ever undergone any material alteration in point of the size of its fences? In this year there was an outcry against them on the ground of their want of size. "It almost requires a microscope," wrote one critic, "to discover the fences in walking over the ground, and with the exception of the three brooks and the made fence at the distance, the spectators on the stand would not know that any jumping was going on if they were not so informed by a reference to the back of the card." The question asked above, however, may probably be answered in the negative. This year the race was started near the stables, thereby adding nearly half a mile to the length of the course; yet it was complained that the diagram on the back of the card took no notice of the alteration; the fence at the turn before Becher's Brook which had been abolished was still indicated, while the critic noticed that this jump was represented as being about the width of a good sized river. Each of the eleven fields comprising the course was traversed twice, and were nearly all fallow, wheat, and seeds, the race-course and common being almost the only grass. The going, however, was excellent. A post and rail was put up in front of Becher's and Valentine's Brooks, "but all the other fences were mere narrow ditches with thin thorn fences, of the most contemptible description, and practicable for a schoolboy of ten years on his twelve hands pony. The thorn fence at the distance and the water jump were of the ordinary size, and the latter was the only jump, save that at Valentine's Brook, which required any 'doing.'"

Tuesday the 10th of March, the Grand National day, being the day on which the Prince of Wales was married, was kept as a general holiday, so it was expected that those who were set free from their work would hasten to the Aintree race-course on the first day of the meeting; but such was not the case, as the crowd was no bigger than on the average of opening days. On the National day, however, there was no lack of spectators.

The field of sixteen comprised at least a couple of headstrong horses. One of these, The Orphan, had to be restrained with a leading rein, and when the flag fell the leading rein had to be undone, so that The Orphan and Birdholt were left at the post, and directly The Orphan was released from the leading rein he bounded straight into the air. Once off, however, he laid himself down to gallop, and before his rivals were clear of the race-course The Orphan was on fair terms with the leaders; Medora, who had virtually taken charge of Mr. Rowlands, showing the way to the others. The mad, impetuous Inkerman came next, but galloping straight into the second fence gave his rider a bad fall. He then went on riderless, taking second place, so the riders of Master Bagot, Yaller Gal, The Freshman, The Dane, Arbury, Jealousy, and Emblem gave Inkerman a wide berth and lost a little ground thereby. At the third fence The Freshman headed Medora and

Arbury till reaching Becher's Brook, over which Emblem was the first to land, followed by the riderless Inkerman, Yaller Gal and Arbury going on next. Jealousy, galloping strongly, took up the running on approaching the canal and was several lengths in advance on turning into the race-course, where Inkerman, apparently thinking he had accomplished enough voluntary work, took a line of his own and was found in the evening at some distance from the course. At the thorn fence the horses were in a cluster, and The Orphan, being just behind Arbury, appeared not to see the obstacle, at any rate he galloped right into it, and, of course, fell, while Fosco, who was immediately behind, shared the same fate, and gave Mr. Bevill a heavy fall. Holman was cannoned against by Light of Other Days and narrowly escaped coming down. Jealousy led over the water in front of the stand, and Medora pecked badly on landing. Before long George Stevens gently brought Emblem nearly alongside of Jealousy, but the latter gave way at the fence before Becher's Brook to Yaller Gal, the next pair being Arbury and Emblem. The Dane, who came next, not rising at the fence, broke his back, and Master Bagot broke down at Valentine's Brook. At the hurdles placed about a distance from home Emblem was leading; but jumping sideways she stumbled on landing, and it speaks much for the strength of seat of George Stevens that at the end of a long and tiring race he sat perfectly still. The mare recovered herself and won by twenty lengths from Arbury, who was ten lengths in front of Yaller Gal.

This race is noteworthy for several reasons. In the first place the winner, Lord Coventry's Emblem, a thoroughbred mare by Teddington—Miss Batty, was bred in Wales by Mr. Holford in 1856, and in 1859, when a three-year-old, she ran thirteen times and won but once, the Revival Handicap at Cardiff, when the property of her breeder. After being trained for Mr. Holford by Saunders of Hednesford, Lord Coventry bought her and sent her to J. Golby at Northleach, the well-known trainer of jumpers, and afterwards to Weever, of Bourton. Having fallen several times, she came to quite dread the sight of a fence and could never be induced to jump. She did not show temper when asked to leap, but simply appeared to be in a high state of nervousness. One day Weever's patience was fairly exhausted, and picking a decent stick out of some hedge cuttings, he "helped her over" a small fence. After two or three rough-and-tumble lessons of this sort Emblem made unwilling attempts to jump, and was taken out with the Cotswold and Heythrop Hounds.

Occasionally she would jump well enough ; at others she would chance her fences in the most appalling style. At length, however, Emblem became a jumper. She was out with the North Cotswold Hounds at Weston Park. At that time Charles Maidment, the "lucky Maidment" of after days, was a light-weight in Weever's stables, and being mounted on a trustworthy hunter, was told to give Emblem a lead over some gorsed hurdles in the Park. He did so and Emblem followed. This simple leap appeared to put new courage into the mare. She never turned her head from a fence all day, and what is more scarcely ever put a foot wrong in a steeplechase, while she turned out a tremendous jumper. Once when out with the Heythrop she took an enormous fence ; she is credited with having cleared about thirty-three feet at Moreton-in-Marsh steeplechases, and even a bigger jump when running for the Birmingham Grand Annual. As Emblem won the Grand National there was a great agitation on foot to get the weights raised, including a penalty of 10 lbs. She carried 10 st. 10 lbs., and weedy as she was voted, yet started at 4 to 1.

## 1864

Lord Coventry's "Emblematic," 6 yrs., 10 st. 6 lb. G. Stevens 1
Mr. J. Astley's "Arbury," aged, 11 st. 12 lb. . . B. Land . 2
,, Dalton's "Chester," aged, 10 st. . . . . . W. White . 3

Twenty-five started. Betting:—8 to 1 Emblematic; 40 to 1 Arbury.

The second fence brought down Jerusalem, Satanella, and Miss Maria, the last named over-jumping herself. At the water jump opposite the stand Emblematic stumbled on landing; Harry and Martha fell, while Jerusalem (who had been remounted after his previous fall) dropped his hind legs into the water. Some time before the horses came to the straight it was evident that Emblematic and Arbury were alone in the race, the former eventually winning by three lengths; Chester a bad third.

The result of this year's race was something of a puzzle to many. There had been an agitation on foot to cause the weights to be raised to secure a better class of horse, and then came Emblematic, carrying 10 st. 10 lbs., a weedy-looking mare, long on the leg, with no quarters, and one which in the opinion of one of the critics would not have realised £50 at Tattersall's, and carried off the great race. Lord Coventry put on George Stevens £500 to nothing, and the jockey was so well satisfied with the chances of his mount that he treated himself to another "three."

## 1865

Mr. B. J. Angell's "Alcibiade," 5 yrs., 11 st. 4 lb. Mr. Coventry . 1
Capt. Browne's "Hall Court," 6 yrs., 11 st. . Capt. Tempest 2
Lord Coventry's "Emblematic," aged, 11 st. 10 lb. G. Stevens . 3

Twenty-three started. Betting:—100 to 7 Alcibiade; 50 to 1 Hall Court; 9 to 2 Emblematic.

As nothing succeeds like success, Lord Coventry's mare Emblematic, weedy though she was said to be, was made favourite. In ordinary course one of the competitors would have been L'Africain, but *en route* for Hednesford he was twice cast in his box, and was found to be so severely cut about the hips that at one of the stations M. Vaillant was telegraphed for, and on arriving ordered him back to his quarters. Alcibiade's price was 100 to 9, but he was scarcely noticed, his chance of victory being lightly esteemed, and the same may certainly be said of Hall Court, who was a hunter pure and simple. There was some little delay at the start, but eventually the horses, with the exception of Acrobat, were sent away on even terms. There were so many falls and refusals that five only out of the three-and-twenty starters passed the judge's box. After getting over Becher's Brook the field took straggling order, until at the last Alcibiade and Hall Court came up the straight almost abreast of one another, Alcibiade winning by a head; Emblematic a bad third.

The winner Alcibiade, by Cossack—Aunt Phyllis, was French bred, and formerly belonged to Count Lagrange. He then became the property of Captain Christie, and was claimed after winning a Selling Race at Epsom in 1863. He was then three years old. When he belonged to Major Wombwell, Alcibiade was second to The Prophet in a race at Aldershot, and when in receipt of close upon 2 stone beat General Hess for the Brighton Club Stakes at the Club meeting. Mr. B. J. Angell gave the Major 400 sovereigns for him, and soon afterwards Alcibiade was sent to be schooled at Lubenham. He underwent a goodly trial before starting for the Liverpool, which was his first public performance over a country.

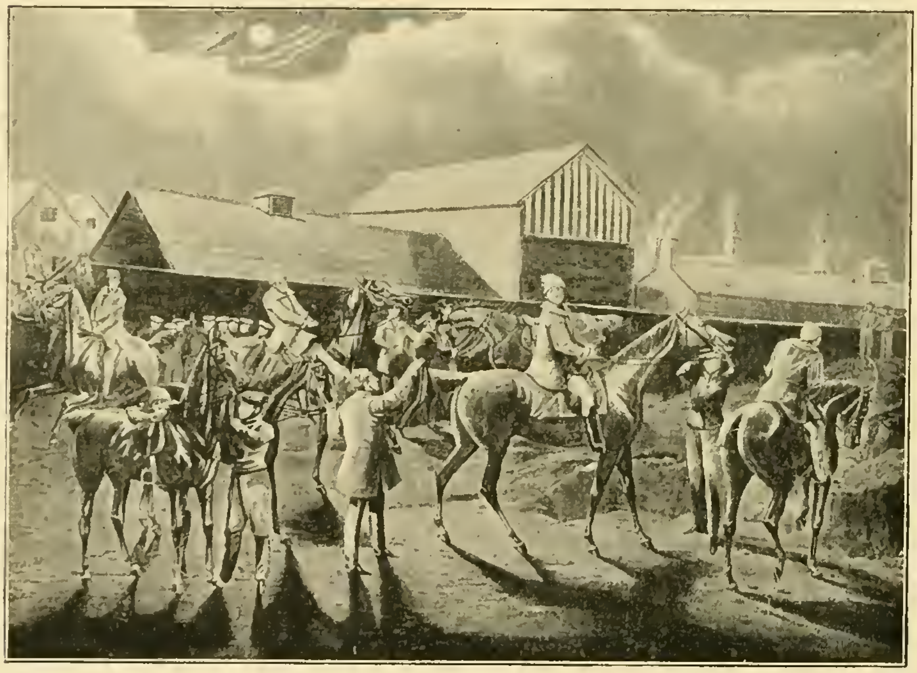
## 1866

| | | |
|---|---|---|
| Mr. E. Studd's "Salamander," aged, 10 st. 7 lb. | Mr. Goodman | 1 |
| Lord Poulett's "Cortolvin," aged, 11 st. 6 lb. | J. Page . . . | 2 |
| Mr. Welfit's "Creole," aged, 10 st. 10 lb. | . G. Waddington | 3 |

Thirty started. Betting:—40 to 1 Salamander; 7 to 1 Cortolvin; 100 to 7 Creole.

One of the greatest crowds known gathered together to witness the Grand National of 1866, and it was estimated that there were no fewer than 30,000 people present. Among the thirty starters were L'Africain, Alcibiade (winner in the previous year), Hall Court, the little horse Philosopher, and the club-footed steeplechaser The Doctor, concerning whom more will be said presently. Just about the time when the race should have started a somewhat severe snow-storm came on, but luckily it did not last a very long time, though a little kept falling during the race. After two false starts the thirty competitors were sent on their way except Sir William, who took no part in the race. The horses kept well together as far as the water jump, where Laura fell, and on entering the race-course for the first time it was seen that two horses, Philosopher and Hall Court, were riderless, but they kept with the other competitors, and Ben Land, as Alcibiade took the water jump, tried to beat off Hall Court with his whip. Both horses, however, cleared the obstacle and continued their career.

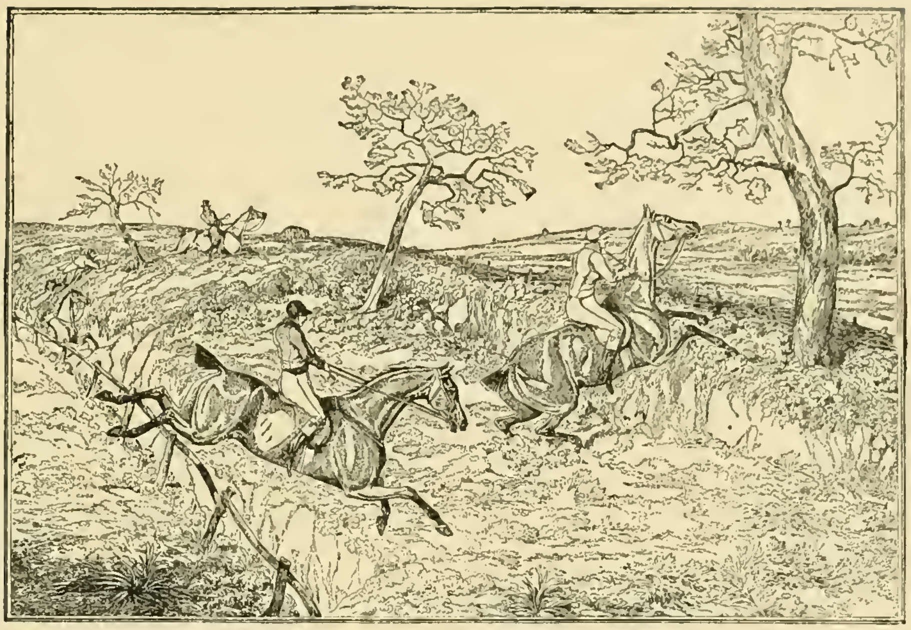
Mr. Angell's horse at one period of the race looked formidable, but he soon began to tire under his weight. L'Africain also was soon beaten, while at the canal bridge no more than about six horses had a hundred to one chance. On entering the straight, Mr. Goodman gave Salamander his head and he soon placed the issue beyond doubt, Lord Poulett's Cortolvin being second. It was said that Mr. Studd won something like £20,000 over the race, and it was also reported that for the two previous seasons he (Salamander) had been hunted with Mr. Tailby's and the Atherstone Hounds. Ibex struck the post and rails heavily and fell on his back into the ditch, and Cutler also came to grief at the post and rails, while Hall Court, it should be mentioned, galloping the course by himself, came in first, a victory which, unfortunately for his owner, did not count.



THE FIRST STEEPLECHASE ON RECORD

# CHAPTER IV

## LIVERPOOL (*continued*)



CROSSING A DEEP RAVINE DANGEROUS TO PASS—
WITH 6 TO 2 ON WHITE

# CHAPTER IV

## LIVERPOOL (*continued*)

### 1867

| | | |
|---|---|---|
| Duke of Hamilton's "Cortolvin," aged, 11 st. 13 lb. | J. Page | 1 |
| Mr. Barber's "Fan," 5 yrs., 10 st. 3 lb. | Thorpe | 2 |
| ,, Studd's "Shangarry" (h.b.), aged, 10 st. 13 lb. | Mr. Thomas | 3 |

Twenty-three started. Betting:—100 to 6 Cortolvin; 100 to 12 Fan; 100 to 7 Shangarry.

SINCE the previous year the Duke of Hamilton had purchased Lord Poulett's Cortolvin, with whom his old master could never manage to win a really good stake. But under his new owner the horse did better, as will be seen by the above return, for he won the present Liverpool, the second to him being that somewhat notorious mare Fan, who subsequently gave her name to the second fence, afterwards known as "Fan's fence." The starters this year included that wonderful little pony Globule, Astrolabe, Hall Court, and Whitehall. There was a capital start, and except old Thomastown and Havelock who refused (the latter twice), all the horses jumped the second fence in the line; Havelock unseated his jockey. On jumping into the race-course for the first time there were thirteen horses so close together that they might have been covered with the proverbial sheet. Without much alteration the second round was completed, and about 400 yards from home the little Globule, Fan, Shangarry, and Cortolvin were the first four, and then little by little the last-named began to creep up and eventually won somewhat easily by five lengths, with four lengths between the second and third. The Duke of Hamilton is said to have won about £11,000 over the race. Little Frank and Banker broke down in the course of the first round. Again it was said that the fences had been cut down and that there was very little to jump, one writer sadly remarking, "Becher's Brook is a brook no longer, Valentine's ditto has disappeared, the water jump in front of the stand is destitute of 'sensation,' and all the fences are of the most easy description," and he pleaded hard for "something that would put an effectual stopper on some of our casts off from the 'flat.'" Cortolvin's win was somewhat of a surprise, as many people considered him a soft-hearted horse, and one who preferred three miles to four.

## 1868

| | | |
|---|---|---|
| Lord Poulett's "The Lamb," 6 yrs., 10 st. 7 lb. | Mr. Edwards | 1 |
| Sir G. Wombwell ns "Pearl Diver," aged, 10 st. 12 lb. | ,, Tomlinson | 2 |
| Mr. B. J. Angell's "Alcibiade," aged, 11 st. 10 lb. | Col. Knox | 3 |

Twenty-one started. Betting:—9 to 1 The Lamb; 10 to 1 Pearl Diver; 16 to 1 Alcibiade.

The year 1868 saw the first win of that fine steeplechaser, Lord Poulett's "The Lamb," who in the hands of "Mr. Edwards" won somewhat cleverly by a couple of lengths. In other respects it was hardly a satisfactory race, as out of the twenty-one starters six only passed the post. Fan refused the second fence several times. The Nun fell, while Chimney Sweep broke his leg and was destroyed. Chimney Sweep, Moose, Alcibiade, and Astrolabe lay just behind The Lamb, who made the running, while Mr. Braley's old horse, Pearl Diver, soon drew into a good place. Opposite the grand stand The Lamb and Pearl Diver were the first two, taking their fences in unquestionable style, and they landed over the water jump abreast. Captain Crosstree then took up the running, and after going for three miles The Nun threw her rider at the artificial brook. The Lamb and Pearl Diver were again side by side as they jumped the last hurdle and a desperate race ensued, but the grey being slightly the fresher of the two drew a little bit in front, and won, as already mentioned, by a couple of lengths, there being ten lengths between second and third. Some 100,000 people were present on this occasion, together with cardsharpers in abundance and numbers of roulette tables. Just as the following race was being started the wind blew down a tent, in which were gathered together some of the *élite* of the visitors, and it required all the efforts of the police and attendants to prevent the crowd of roughs, which at once collected on the spot, from doing any damage. To settle the question of the length of the course over which the Grand National was run, Mr. Topham had it properly measured, and it was found to be 4½ miles—minus 30 yards.

"Mr. Edwards," the rider of the winner in the Grand National of 1868, and one of the most successful gentleman riders of his, or any other, time, was Mr. George Ede, twin brother with Mr. Edward Ede, both of whom did so much for Hampshire cricket. They were the sons of Mr. Edward Ede, Clayfield Lodge, near Southampton Common, were born in February 1834, and were educated at Eton, which they left in 1850. Just about this time Ben Land was at his best as a steeplechase rider, and between him and Mr. George Ede, as I shall call him, an acquaintance sprung up, which led to the amateur placing himself in the hands of the professional. Mr. Ede made his first appearance in cap and jacket in the autumn of 1856 in a flat race at Warwick. His first hurdle race was at Waltham Abbey, where he rode Caledonian for Ben Land.

In 1857, Mr. Ede won the Birmingham Grand Annual on Ben Land's Weathercock, and just afterwards he rode his own horse, Lilford, to victory in the Club and Farmers' stakes and won the selling stakes on Weston. At Charlbury, in Oxfordshire, he won the Grand Steeplechase on Lord Coventry's Redcap, and won the Hunt Cup on Captain F. Duff's Ganymede. In 1858 Mr. Ede's winning mounts numbered twenty, including the Warwick Plate on Ganat; the two Windsor steeplechases for Ben Land; the Manchester steeplechase and hurdle race, and the Sherwood Handicap at Notttingham on Sampson, on whom he rode 8 st. 9 lb. In the same year he had a mount in the Grand National, and on Weathercock, then the property of Viscount Talon, rode a good second to Little Charlie, ridden by William Archer. Mr. Ede had a bad fall at Liverpool on the morning of the Grand National while riding a gallop on Tease, on whom he rode at Lincoln and other places. This being followed up by another accident at Lewes, he was kept out of the saddle for some time.

Up to 1862 Mr. Ede had ridden a good deal on the flat, but he then took to cricket, and did not ride much in the summer, so his number of winning rides diminished. Nevertheless he beat Fordham by a head at Hampton, and on the next day scored 122 runs at Southampton in a match between East and South Hants. In 1863 he had fifteen winning mounts, being second to Mr. George Thompson with eighteen ; but in 1864 he rode no fewer than twenty-eight winners, including such horses as Marble Hill, Twilight, Cadeau, Goshawk, Gownsman, and Overstone. In 1865 Mr. Ede won thirty races. He began by riding Lord Coventry's Emblem in the Warwick Grand Annual, and finished up by riding Ben Land's Ironsides at Worcester, and Cortolvin for the late Lord Poulett, at Croydon.

Mr. Ede had for some time been connected with Lord Uxbridge, to whom he gave the first call of his services, and when he had won eight times for him on Marble Hill, Lord Uxbridge presented him with a large portrait of the horse by Harry Hall ; when his lordship gave up racing to a great extent Mr. Ede became more closely identified with Lord Poulett's horses. Many as had been Mr. Ede's victories, the climax of his career may be said to have been reached in the year 1868 when on Lord Poulett's famous steeplechaser, The Lamb, he won the Grand National. In the same year he rode a splendid finish at Warwick—a course on which he was uniformly successful—when on Musketeer he won the

Grand Annual, beating Shakespeare, ridden by Mr. Crawshaw, by a head; while George Holman on the little horse Globule was no more than a head behind the second. It was almost any odds at starting against Mr. Ede's mount. This, it may be remembered, was the same race he had won ten years before for Ben Land on Weathercock. In the autumn of 1869 he rode old Benazet over the stiff Baden-Baden course.

Mr. Ede's sad end happened at Liverpool in 1870. He was riding Mr. Stortford's Chippenham in the Sefton Steeplechase on the Thursday of the meeting when the horse struck the gorsed hurdles with great force and fell heavily, throwing Mr. Ede to the ground with great force, and rolling over him. Chippenham was soon up, and, before any one could stop him, broke away, dragging for some distance his insensible rider, whose foot was fast in the stirrup. Mr. Ede sustained concussion of the brain, fractured several ribs, and died on the following Sunday evening without ever having regained consciousness.

Than Mr. Ede no more graceful horseman ever sat in a saddle; he looked, as some of his admirers observed, as though he had "gone to Newmarket for a seat"; he was gifted with fine hands and was an excellent judge of pace. He hunted a good deal in Northamptonshire and was an excellent rider to hounds. Between 1856 and 1870 Mr. Ede won 306 races. In 1863 he scored 1200 runs, and in conjunction with his twin brother, Mr. Edward Ede, whom he resembled in height and appearance, was mainly instrumental in founding the Hampshire County Cricket Club.

## 1869

| | | |
|---|---|---|
| Mr. Weyman's "The Colonel," 6 yrs., 10 st. 7 lb. | G. Stevens | 1 |
| Capt. Browne's "Hall Court," aged, 10 st. 12 lb. | Capt. Tempest | 2 |
| Capt. Machell's "Gardener," aged, 10 st. 7 lb. | T. Ryan | 3 |

Twenty-two started. Betting :—13 to 1 The Colonel ; 66 to 1 each Hall Court and Gardener.

Among the starters were Alcibiade, Pearl Diver, The Nun, Fortunatus, Orne, the pony Globule, Q.C., Despatch, Huntsman's Daughter, Knave of Trumps, Bishopton, and some others. The race was all along of an open nature, but The Colonel held his own as first favourite, except about ten days before the race, when he went back in the betting, owing probably to reports of the great things expected of Despatch, Fortunatus, Alcibiade, and Pearl Diver. The race itself was of an exciting character, though no fewer than ten of the twenty-two starters came to grief in one way or another before the first round was finished. The ever disappointing, and often much fancied, Fan refused the first fence as she had done in the previous year, and gave her name to the fence in question ; the extraordinary looking Guy of Warwick did the same, Huntsman's Daughter fell and broke her leg, and Havelock, rolling over Wheeler, gave him a good shaking, but ultimately he recovered sufficiently to be driven away in a cab. After three false starts Mr. M'George succeeded in sending the horses on their way, the little Globule bounding away like a cork, showing the way to Orne and Fan, George Stevens lying last, as was his wont, with The Colonel. On reaching the race-course Gardener went in front, and after Fan had refused her own pet aversion, the second fence, Despatch took up the running. After jumping Becher's Brook George Holman made his way to the fore with Globule, but he was soon afterwards headed by Gardener, who led on to the race-course, when he was soon joined by Globule on the inside, the others being in a cluster, all twelve jumping the artificial water in safety, Globule leading. Despatch, who was going in fine form, then took up the running until at the canal turn Q.C. had forged ahead, followed by Gardener, Despatch, Hall Court, The Nun, Alcibiade, and Fortunatus, and then Globule again asserted himself, as the horses came on to the race-course for the last time, followed by The Colonel, who jumped the last hurdle but one in front of his rivals and then began to leave them. Hall Court and Alcibiade became second and third, and The Colonel eventually won by three lengths, Hall Court being second, and Gardener, who caught Alcibiade at the last, being a length behind the second. Mr. Brayley declared to win with Fortunatus.

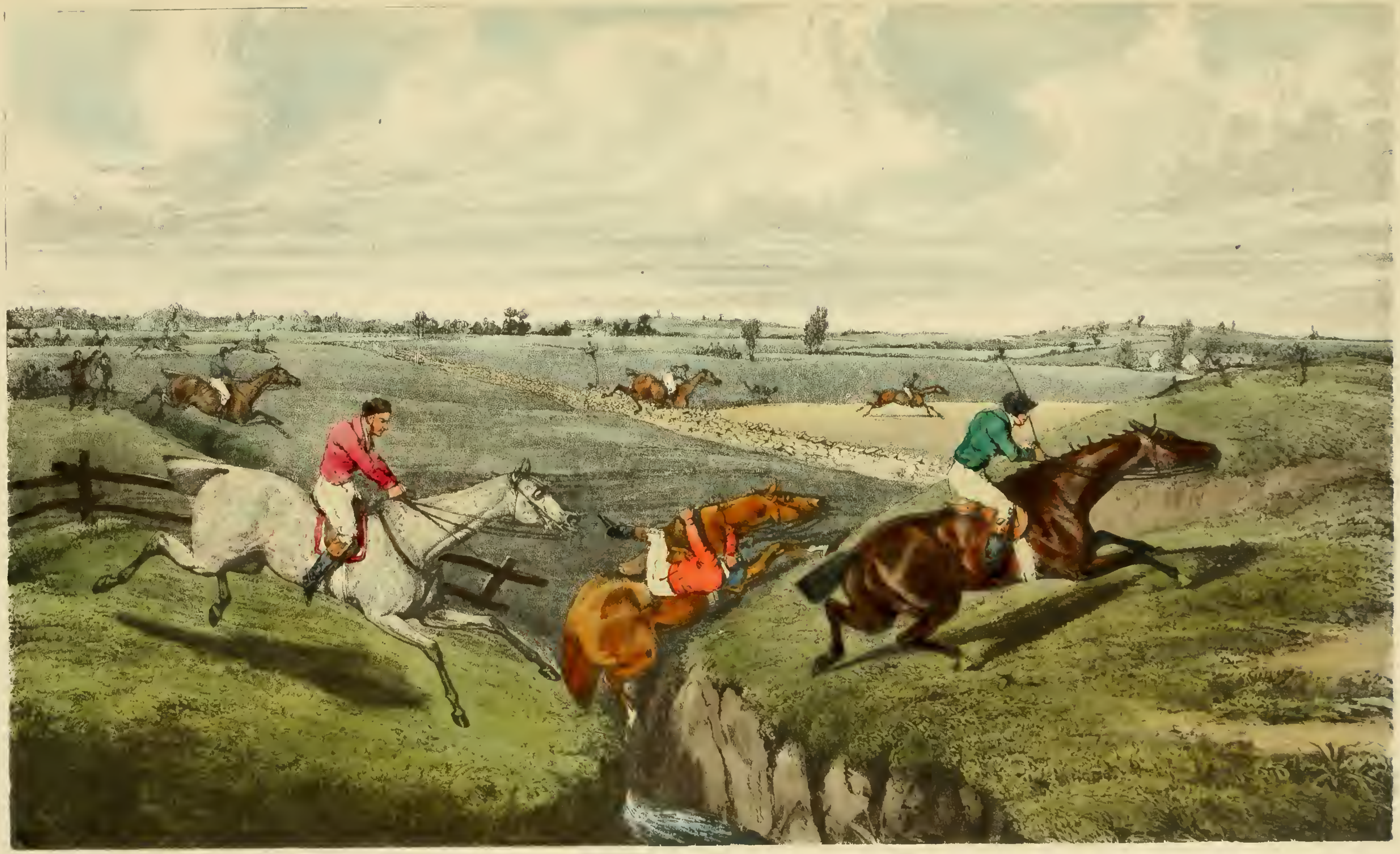
## 1870

| | | |
|---|---|---|
| Mr. Evans's "The Colonel," aged, 11 st. 12 lb. . . . . . . . . . . | G. Stevens | 1 |
| ,, V. St. John's "The Doctor," aged, 11 st. 7 lb. . . . . . . . . . . . . | G. Holman | 2 |
| ,, W. R. Brockton's "Primrose," 6 yrs., 10 st. 12 lb. . . . . . . . . | Owner . . | 3 |

Twenty-three started. Betting:—7 to 2 The Colonel; 5 to 1 The Doctor; 10 to 1 Primrose.

There also started Surney, Pearl Diver, Moose, Alcibiade, Hall Court, Gardener, Tathwell, Scarrington, Keystone, Middleton, Q.C., Pretentaine II., Guy of Warwick, The Elk, Cinna, Cristal, Traveller, Casse Tête, Fan, and Karslake.

The horses were started at the first attempt at a few



A STEEPLE-CHASE. PLATE IV. DRAWN BY H. ALKEN.

minutes after three o'clock, Gardener and The Elk making the running, while in accordance with George Stevens' usual practice he lay behind, being last with the exception of Middleton. Without any material change of position they jumped the first fence ; and to the general surprise Fan jumped the second, which had altered its appearance by reason of being railed off and roped ; but she refused the third, and was thus early thrown out of the race altogether, Guy of Warwick and Q.C. being the first over. At Becher's Brook, Middleton refused, and rounding the turn into the ploughed field to the course The Elk was leading by several lengths, but on reaching the course the pulling Primrose had drawn into second position, and the two named jumped on to the course nearly abreast. At the gorsed hurdles, Primrose, Q.C., Tathwell, Surney, Guy of Warwick, and The Doctor took close order, though on approaching the last hurdle before reaching the water jump opposite the grand stand, Guy of Warwick ran all across the course, but afterwards took the jump kindly enough. Q.C., Surney, Tathwell, and Primrose were the first over the artificial water jump, but the others soon followed without a fault, except old Hall Court, who seemed hopelessly beaten and was shortly afterwards pulled up. At the second fence, the second time round, Casse Tête also refused, the lead at this time being held by Q.C. and Primrose. All getting over the brook without any mishap, they began to take close order, when Stevens brought up The Colonel, who soon took up a leading position, and on entering the course the front rank included The Colonel, The Doctor, and Primrose, to whom the race seemed confined, barring accidents. On entering the straight run home Primrose looked dangerous, but soon tired, when a splendid race took place between The Doctor and The Colonel, who ran a very punishing finish home, ending in favour of The Colonel by a neck, Primrose being beaten a length for second place. The Colonel thus emulated the deeds of Abd-el-Kader, by winning two years in succession, which are the only instances on record of such a feat having been accomplished.

This was a very fine race, and never before had the spectacle been witnessed of seventeen horses galloping round the last turn for home, while the issue showed The Colonel and The Doctor to be trained to the hour, the former proving himself to be a grand horse.

The fine finish, however, which called forth so much admiration, led to legal proceedings, as the Society for the Prevention of Cruelty to Animals caused George Holman to be summoned on a charge of ill-treating The Doctor, by excessive whipping and spurring.

The Colonel was bought soon afterwards by M. André for £2600. The horse was bred by the late Mr. John Weyman, and was described in the sale catalogue as a seven-years-old horse by Knight of Kars—Boadicea. He stood close upon 15 hands 3 inches, and was brown in colour, with a small star on the forehead. A critic who saw him at the time wrote of him: "He has somewhat drooping, very jumping like, but almost short quarters, beautifully laid shoulders, capital back and clean legs, quite big enough in the bone for any useful purpose. He is not particularly deep in his girth, but his forehand is perfection." The Colonel was originally trained over a very primitive course with plenty of big jumping in it, close to his home at Brampton, a yeoman named Roberts training him, while his riders were usually ploughboys.

To George Stevens fell the distinction of riding the winner of the Grand National on no fewer than five occasions. He was born at Cheltenham on the 12th of June 1833, and in 1858 married Miss Powyss, a niece of Mr. Matthew Evans, the owner of The Colonel, so here is the reason why his services were secured in the interests of the good brown horse which he had previously ridden in some hurdle races at Bromyard and Worcester, and then they arranged that eminently business-like piece of country at Richard's Castle, Salop, and there, with Mr. Roberts to train, George Stevens to ride, and Mr. Evans to manage, the education of The Colonel was completed.

George Stevens, they say, was intended by his father for a calling very different from that of a jockey, but report has it that George ran away from the business in which he was originally placed, and entered Shepherd's stables at Hednesford. After a short time there he went to Mr. Vevers, a Herefordshire sportsman, mention of whom is made on another page, and as that gentleman kept several steeplechasers, Stevens had the mount on a good many, and when no more than about 16 or 17 years old had his first mount in public on Mr. Vevers's Volatile at Slough; but his first winning mount was on Gipsy Bess at Leominster. Stevens' first important win, however, was on Hardwick in the Grand Annual at Wolverhampton, in 1851, while in the same year he ran second on Bourton for the Leamington Grand Annual.

When Mr. Vevers gave up steeplechasing in the early "fifties" George Stevens returned to Cheltenham; but he appears never to have formed any connection with Holman's stable there, and over different courses in England and Wales did a fair amount of riding, though considering his credentials and the excellence of some of his performances he was not as much sought after as might have been expected. His fine judgment and knowledge of pace, however, stood him in good stead when he won the Grand National for a Cheltenham master on Free Trader in 1856, and in 1863 and then 1864 he rivalled Tom Olliver's success in winning the Grand National in two successive years on Lord Coventry's Emblem and Emblematic.

In 1865, George Stevens was again on the back of Emblematic, and on this occasion his riding was somewhat adversely criticised, some people asserting that he lay too far from his horses, and came too late, so that he only ran third. But George Stevens was a rare judge of pace, and probably knew as much about riding a race as any of his critics, and it must be remembered that it was one of his plans, when in a large field, to keep well out of the crowd, for he used to assert that more steeplechases were lost by horses being interfered with, than by they themselves coming to grief. Holding this opinion so strongly he seldom made running, and never by any chance did he bustle his horses at their fences. In fact, to see him ride at a water jump one would imagine that he was riding merely at a ditch.

Soon after this his connection with Lord Coventry came to an end, but in 1869 and 1870 he won with The Colonel, and his double victory on the same horse and the fine horsemanship he exhibited on each occasion will not yet have been forgotten by those who saw the races.

He had somewhat of a triumph in steeplechase riding in the year 1858. He rode a horse called The Minor in that year, at Carmarthen, and the course then included the Welsh banks in all their primitive ruggedness, some of them being about seven feet high, and quite broad on the top. The Minor, it appears, had no experience in jumping these sort of obstacles, so on the day before the race George Stevens took out his mount with a halter and lunging rein and led him over a couple of dozen banks, and the horse soon found out that he had to jump on and off. As luck had it the race was run at a slow pace, and George Stevens' beautiful handling stood him in excellent stead, for he contrived to keep The Minor on his legs all the way round, and as soon as he was over the last bank he was happy, as the horse's fine turn of speed enabled him to win easily.

As soon as possible after passing the post Stevens and The Minor started for Lincoln, but there the horse tumbled over.

Stevens' riding career extended from 1858 to 1870 inclusive, and during that time he won seventy-six races, but in 1865 and 1866 he was in exceedingly bad health, and rode comparatively little. He also won some races in France, while it is believed that his last winning race was on a mare of his own called Miss Dodson.

After successfully encountering all the risks incident to twenty-two years of steeplechasing, and winning the National five times, Stevens met his death while riding quietly home on June 8th, 1871. He was going up Cleeve Hill, on the top of which he built a cottage named after Emblem, when a sudden gust of wind blew away his hat. A boy, who chanced to be passing, caught it and handed it to Stevens, whose horse for some reason or other became restive, and after a plunge or two bolted furiously down hill, and in turning short by Lord Ellenborough's entrance gate, slipped up and fell heavily, throwing poor Stevens against a heap of stones. His skull was badly fractured ; he never regained consciousness and expired on the following Friday.

## 1871

| | | |
|---|---|---|
| Lord Poulett's "The Lamb," aged, 11 st. 5 lb. | Mr. Thomas | 1 |
| Mr. Studd's "Despatch," aged, 10 st. | G. Waddington | 2 |
| ,, T. Wilkinson's "Scarrington," aged, 11 st. 4 lb. | Mr. Crawshaw | 3 |

Twenty-five started. Betting :—5 to 1 The Lamb ; 10 to 1 Despatch ; 66 to 1 Scarrington.

Pearl Diver, The Colonel, The Doctor, Snowstorm, Rufus, Souvenance, Tusculanum, Philosopher, Wild Fox, Lord Raglan, Purlbrook, Magnum Bonum, Scaltheen, Casse Tête, Lady Geraldine, Cecil, Scots Grey, Bogue Homa, St. Valentine, Alcibiade, Inon, and Dog Fox also started.

At half-past three the start took place. Despatch and Wild Fox, closely attended by Rufus, immediately rushed to the front, the others being all well together, with the exception of The Colonel and Lord Raglan, both of whom lay some distance in the rear. The first fence was well cleared by all except The Doctor, who stumbled. He lost nearly a hundred yards, but after crossing Becher's Brook drew up on better terms with his horses. Rufus and Wild Fox then took a long lead, and on reaching Valentine's Brook the first time Cecil came in contact with Scots Grey, was knocked down, and never afterwards took any part in the race. Little variation occurred until reaching the race-course, when the horses made for the water jump, and as they came nearer the crowd rushed across the course. About three persons were knocked down, and one man sustained rather serious injury. All left in the race jumped the artificial brook without fault, except Scots Grey, who jumped very wildly, and was evidently beaten. On reaching Becher's Brook the second time The Doctor was beaten and fell back, while Purlbrook fell, and after crossing the ploughed fields on the canal side only The Lamb, Rufus, Despatch, Scarrington, Pearl Diver, and one or two others were left in the race. On entering the race-course the issue was left to The Lamb and Despatch. About half-way up George Waddington began to ride Despatch, while Mr. Thomas sat as still as a statue, and won somewhat easily by two lengths; four lengths between second and third. Wild Fox broke down, and Lord Raglan broke his leg. Time (Benson's) 9 minutes 35¾ seconds. Lord Anglesey declared to win with St. Valentine, and Mr. Brayley with Pearl Diver. The pace was very fast for the first mile and a half, when it perceptibly slackened, but after passing the stables the second time it was increased. While being congratulated, some thief robbed Lord Poulett of his watch, but it was said that the police afterwards recovered it. Lord Poulett also won the two next events, the Hunter's Steeplechase and Hurdle Handicap Plate.

This year Mr. Topham turned a portion of the stand into stalls and private boxes, so that those who chose to pay an extra fee could see the racing without the inconvenience of crowding. The race was set for a quarter to four to give Manchester men a chance of being present. At no previous Grand National perhaps was there a scene of greater enthusiasm ; and it appeared as though that popular amateur horseman, Mr. Thomas, would have been dragged from the saddle. The Lamb was almost carried into the enclosure by the crowd, and so tightly was he wedged in that he had no room to kick had he desired to do so.

The race of the year was memorable in consequence of Lord Poulett's dream, the particulars of which appear in the following letter written by Lord Poulett to Mr. Thomas:—

> "*Thursday Night, Dec.* 15.
>
> "ARMY AND NAVY CLUB, LONDON, S.W.
>
> "MY DEAR TOMMY,—Let me know for certain whether you can ride for me at Liverpool *on The Lamb.* I dreamt twice last night I saw the race run. The first dream he was last and finished amongst the carriages. The second dream, I should *think an hour afterwards*, I saw the Liverpool run. He won four lengths, and you rode him, and I stood close to the winning-post at the turn. I saw the cerise and blue sleeves, and you, as plain as I write this. Now let me know as soon as you can, and say nothing to any one.—Yours sincerely,
>
> "POULETT."

William Henry, sixth Earl Poulett, who had leased The Lamb for his racing career, died at 60 Queen's

Gate on Sunday, January 22, 1899. He was born in 1827, and was the youngest son of Vice-Admiral George Poulett, who was second brother of the fourth earl, and as King William IV. was his godfather he received the name of William. Entering the army Lord Poulett served in succession in the 54th, 2nd, and 22nd Regiments, and he perhaps inherited his love of sport from his father, who was extremely fond of racing, and was always to be seen at Newmarket, Goodwood, and Ascot, while in the winter he spent some of his time at Melton. The late Lord Poulett was an excellent horseman both on the flat and over a country, and while serving with his regiment in Gibraltar he rode his first winner in 1845, in a match which he was fortunate to win by a short head, and he met with several other successes. He had not been back in England very long before he had a mount on a horse called Flamingo at some military races held on Southsea Common. Some spectator riding out from the crowd came in collision with Lord Poulett and Flamingo, whose downfall caused others to tumble, and in this collision Lord Poulett broke his collar-bone. He also rode a good deal in Ireland and Scotland, and in Ireland frequently rode the Marquis of Waterford's horses, while he had also a very successful career in India.

Lord Poulett registered his colours—cerise, blue sleeves and cap—in 1864 on succeeding to the title and estates, and at first won a few flat races; but it is in connection with steeplechasing that he was best known. In the racing volume of the Badminton Library it is related that prior to the Grand National, just as a train reached Liverpool, a little lamb jumped out of a truck and scuttled away along the line, whereupon sundry superstitious persons backed The Lamb on the strength of the incident, and much to their advantage.

Lord Poulett was in early life much given to hunting.

He was sometimes in the shires, but hunted chiefly in Sussex and Hants, and as Captain Poulett was Master of the Hambledon Hounds for about nine years, until he resigned in 1868. Lord Poulett was fond of yachting, and was a capital four-horse coachman.

On Sunday the 11th August 1872 Ben Land, the well-known steeplechase rider and trainer of The Lamb, died by his own hand. On another page Jem Mason is stated to have said that Ben Land was apprenticed to a chemist in Norfolk, an account which hardly squares with the generally accepted version of his early history. It is admitted that he began life in Norfolk, and it was certainly as a farmer, and he was one of the first to encourage steeplechasing in his native country. While he was farming he for a short time kept a small pack of stag-hounds, but by degrees he gave up farming and everything else for steeplechasing. It would be about 1833 or 1834 that he first donned cap and jacket, and one of his earliest winning rides was in 1836 on a horse called Predictor.

Leaving Norfolk, he went to Edgeware according to Jem Mason's account, to Tring according to others, and while at the latter place he held himself out as ready to ride eleven stone, upon anything on which anybody cared to put him.

Of his horse Needwood mention is made elsewhere, but he owned besides a horse called Lottery (not to be confounded with Elmore's famous horse), and he was well known to fame on such performers as Jim Crow, The Novice, Faith, Yellow Dwarf, Little Nell, Victoria, and Wonder, all of which could gallop and jump. With amateur riders Ben Land was very popular, and he coached not a few; but his favourite pupil was Mr. George Ede, who rode as Mr. " Edwards," and won the Grand National for the late Lord Poulett on The Lamb, which Land trained. That was of course a great day for Ben Land; but he afterwards won some races at Bedford, and also for Lord Poulett with Arthur O'Leary. After a while he gave up training steeplechasers for flat racing, and while he was at Ascot was pretty busy in a small way. He was particularly partial to the Kent and Sussex Coast meetings, at which his blue and yellow jacket was well known and in great favour. His own sons were the stable jockeys, and they won a number of races at Tunbridge, Chatham, and Rochester meetings.

That popular favourite, The Lamb, the winner of this year's race (1871), was another of the famous Irish horses which have done so well over English steeplechase courses. He was foaled in 1862 and was bred by a Mr. Henchy, a farmer with sporting tastes, who lived in the county of Limerick. He was by Zouave—a mare by Arthur, and Zouave was bred and owned by Mr. Courtenay, who was the owner of Mathew, the first Irish horse, as already mentioned, to win the National. The Lamb received his name very early in life, and the story is that one of Henchy's sons who was very delicate took a great liking to the foal, who was so very gentle that he was promptly christened The Lamb. As a three-year-old he was sold for 30 sovereigns, but as he kept on winning a number of small races it was by degrees discovered how good he was. Before this, however, someone had the refusal of him for 25 sovereigns, as a likely hunter for his young son, but the offer was not accepted. Mr. E. Studd, the owner of Salamander, also declined to buy him, stating that he was not strong enough to carry a man's boots, but this well-shaped grey retaliated afterwards when he beat Despatch, one of Mr. Studd's horses for the National of 1871. He was offered to one or two other people before he was sold, but they all thought him too weak and weedy.

Meantime he had passed into the possession of Mr.

Joseph Doyle, the veterinary surgeon of Dublin, and in 1868 Mr. W. Long bought The Lamb for a sum which was said to be about 300 sovereigns, and in due course he made his first appearance as a steeplechaser at Punchestown, where he won the Kildare Hunt Plate from fourteen other competitors. Afterwards Lord Poulett leased him for his racing career from Mr. Doyle, and he carried the cerise and blue sleeves for the first time at Aintree in the Grand National of 1868, in a field of twenty. The Lamb was unplaced in the important race at Bedford, and at Kingsbury in the following December, when carrying 12 st. 3 lb., he was beaten after a tremendous race by The Nun, though only by a short neck. Owing to some mistake he was entered under a wrong age for the Grand National of 1869, and the day after The Colonel won he ran fourth for the Sefton steeplechase, but the distance being only a little over 2½ miles was not far enough for him.

Nothing more was seen of him till 1871, when both he and Pearl Diver, who was second to him in 1868, carried 11 st. 5 lb. The Colonel had to give The Lamb no less than 17 lb., a task he was unable to perform. In 1872 The Lamb was fourth in the Grand National, carrying 12 st. 7 lb., and he afterwards ran at Abergavenny and other places, and was then sold to Baron Oppenheim for 1200 sovereigns, the good little grey ultimately breaking his leg in the Grand Steeplechase at Baden-Baden in September 1872. He was a wonderfully compact horse, and though only 15 hands high at four years old, he subsequently put on another two inches, and when he ran for the National his extreme measurement was 15 hands 2 inches. He had wonderful legs, was very deep in the back ribs, and his shoulders were beautifully sloping, and he had a fine back and loins. It is a somewhat curious coincidence that Ben Land, his trainer, committed suicide by cutting his throat, his first jockey, Mr. George Ede, was killed in the Sefton Steeplechase, while The Lamb himself had to be destroyed through the above-mentioned accident.

## 1872

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| Mr. E. Brayley's "Casse Tête," aged, 10 st. | J. Page | 1 |
| ,, T. Wilkinson's "Scarrington," aged (h. b.), 11 st. 2 lb. | R. I'Anson | 2 |
| ,, E. Studd's "Despatch," aged, 10 st. 4 lb. | G. Waddington | 3 |

Twenty-five started. Betting:—20 to 1 Casse Tête; 100 to 6 Scarrington; 100 to 30 Despatch.

The Lamb, Harvester, Marin, Primrose, Snowstorm, Schiedam, Rufus, Nuage, Rhysworth, Master Mowbray, Scots Grey, Fleuriste, Ouragan II., Franc Luron, Cinderella, Acton, Philosopher, Royal Irish Fusileer, Scaltheen, Saucebox, Derby Day, and Hall Court also ran.

Mr. M'George started the competitors at the first attempt, Despatch leading at a slow pace, followed by Royal Irish Fusileer to the first fence, over which Rufus first landed, followed by Despatch and Scarrington, the others being close up. This order was maintained over Valentine's and Becher's Brooks, when Royal Irish Fusileer went in front and led over the ploughed fields. On reaching the water jump opposite the grand stand he still held the lead, closely attended by Despatch, the two leading to Becher's Brook. After passing over the ploughed fields a second time, Scots Grey led to the jump by the canal bridge, where he gave way to The Lamb, Casse Tête, Scarrington, and Despatch, to whom the issue seemed now confined. On entering the straight Casse Tête took up the running, Scarrington lying second, The Lamb third, and Despatch fourth, but opposite the enclosure the latter passed The Lamb, and secured the third place, Casse Tête beating Scarrington by six lengths. Time 10 minutes 14½ seconds. Primrose (third in 1870) came to grief during the race, broke her back, and was destroyed, her rider and owner (Mr. W. R. Brockton) sustaining several severe injuries, three or four of his ribs being broken, and his face badly cut. Nuage, Harvester, Schiedam, and Marin also met with mishaps, but only that to Harvester was of a serious nature. Since last year Mr. Topham had effected several alterations in the grand stand and ring, the balcony of the former being made into a large private stand for the stewards and their friends, whilst the ring had been considerably enlarged by taking in a portion of the course at the back of the weighing-room, in which a very substantial stand was built, with a refreshment-room underneath. By this enlargement of the ring trainers had an increased accommodation for saddling purposes.

## 1873

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|---|---|---|
| Capt. Machell's "Disturbance," 6 yrs., 11 st. 11 lb. | Mr. J. M. Richardson | 1 |
| Mr. H. Chaplin's "Rhysworth," aged, 11 st. 8 lb. | Boxall | 2 |
| ,, W. H. P. Jenkins's "Columbine," 10 st. 9 lb. | J. Harding | 3 |

Twenty-eight started. Betting :—20 to 1 Disturbance; 8 to 1 each Rhysworth and Columbine.

Casse Tête, Curragh Ranger, Acton, Lingerer, Reugny, True Blue, Master Mowbray, Revirescat, Footman, Red Nob, Loustic, Cinderella, Ishmael, Crawler, Congress, Cecil, Charlie, Solicitor, Star and Garter, Huntsman, New York, Broad Lea, Sarchedon, Alice Lee, and Richard also started, making the field up to twenty-eight.

On starting Solicitor rushed to the front, but on reaching the first fence was passed by Congress. At the second fence Casse Tête's bridle broke, and slipped off the mare's head; Congress still continued to forge ahead, and on entering the course approaching the water jump had a strong lead. All cleared the artificial brook in good style, with the exception of True Blue. On entering the country for the second time New York took up the running, followed by Rhysworth, Congress, Alice Lee, and Disturbance, and at the fence before reaching Becher's Brook the favourite (Footman) was knocked down and Cinderella refused the leap. On reaching the canal side the field consisted only of Disturbance, Rhysworth, Columbine, Alice Lee, and Master Mowbray. Mr. Richardson, knowing that Rhysworth was a "thief" (possibly as the result of his tremendous race with Belladonna as a two-year-old), sent Disturbance alongside Mr. Chaplin's horse, and raced against him every yard of the way. On entering the course Mr. Richardson took a pull at his horse, and found, on reaching the straight, that he had the race in hand, and he eventually cantered in an easy winner by six lengths, ten lengths dividing second and third. The pace was very fast throughout. It was only a few months since Captain Machell and Mr. Chaplin, whose horses were first and second, were running in confederacy. There were several mishaps during the race. At the second fence at the second time round Footman had cleared the fence, and stumbled, when two of the beaten horses jumped upon him, broke two of his ribs and injured his spine. On the Grand National track every effort had been made to prevent danger either to man or beast, a very strong wire fencing having been run on each side of the more difficult jumps, to prevent the crowd in any way interfering with the horses. A commodious red brick telegraph station had also been erected on the north side of the ring, from which messages of twenty words could be sent to any part of the kingdom for one shilling. Owing to the Countess of Sefton having given birth to a son on the Monday, no ladies were included in the house party.

## 1874

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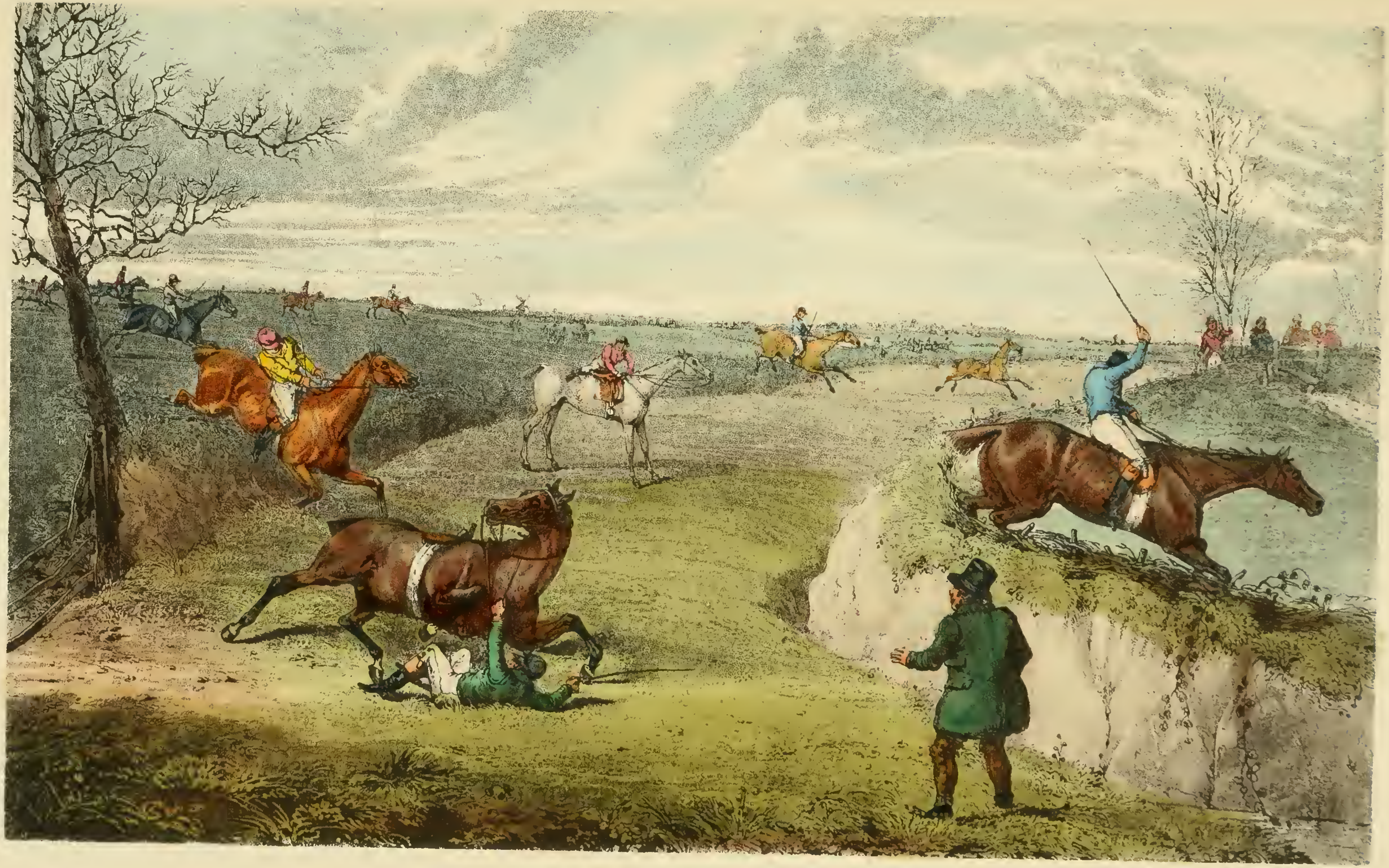
|---|---|---|
| Capt. Machell's "Reugny," aged, 10 st. 12 lb. | Mr. J. M. Richardson | 1 |
| Lord M. Beresford's "Chimney Sweep," aged, 10 st. 2 lb. | J. Jones | 2 |
| Capt. Thorold's "Merlin," aged, 10 st. 7 lb. | J. Adams | 3 |

Twenty-two started. Betting:—5 to 1 Reugny; 25 to 1 Chimney Sweep; 40 to 1 Merlin.

The other starters were Defence, Disturbance (these in addition to the winner were in Captain Machell's stable), Furley, Eurotas, Congress, Casse Tête, Derviche, Daybreak, Fantôme, Héraut d'Armes, Dainty, Columbine, Ouragan II., Master Mowbray, Vintner, Last of the Lambs, Bretby, Lord Colney, and Paladin. This year was remarkable for the number of forged cards which were sold to the public, and when the unlucky purchasers reached the course they were unable to find on their card the name of Lowlander who won the first race, and a comparison with the authentic cards revealed the fact that the forged concerns were most incorrect.

Shortly after twenty minutes past three o'clock the horses were started at the second attempt, Bretby at once taking the lead, but was shortly afterwards passed by Ouragan II., who overpowered his jockey and raced to the front, followed by Chimney Sweep, Daybreak, Eurotas, Bretby, and Merlin. Last of the Lambs blundered at a fence and fell, and in so doing brought Congress to grief. Then Paladin fell and went away riderless, his example being followed by Vintner and Lord Colney, the rider of the latter, Mr. Crawshaw, breaking his collar-bone. The leaders went on in close company to Becher's Brook, over which Ouragan II. led by a couple of lengths, and next came the three light-weight jockeys of Captain Machell. As they rounded the extreme flag by the railway embankment Bretby ran into third place, and followed the leaders along the canal side. On entering the race-course Ouragan II. was seen to be three or four lengths in front, which advantage he maintained to the made fence before the brook, where Columbine drew up and cleared it cleverly, but Fantôme fell. Upon reaching the enclosure the second time Columbine rapidly closed upon the leader, followed by Eurotas, Merlin, and Daybreak, while Bretby suddenly dropped away beaten, followed in the next quarter of a mile by Casse Tête. When fairly over Becher's Brook Ouragan II. was also beaten, and gave way to Columbine, who led to Valentine's Brook, but after jumping it she compounded and resigned her place to Merlin. At the entrance to the course Merlin was joined by Chimney Sweep, the pair being followed by Daybreak, Eurotas, Reugny, and Defence, to which batch the race was now confined. When fairly in the straight Merlin was beaten, leaving Chimney Sweep with a momentary lead, but Reugny came up full of running, and, clearing the two flights of hurdles with great ease cantered home half-a-dozen lengths in front of Chimney Sweep; the latter was four lengths in advance of Merlin. Twelve passed the post. Time, 10 minutes 4 seconds.

The first that the world at large saw of Mr. J. Maunsell Richardson, second son of Mr. William Richardson of Limber Magna, Lincolnshire, was when he played at Lords for Harrow *v.* Eton in 1864 and 1865, and on going to Cambridge he soon found a place in the Eleven. He was in addition a fine racquet player,



A STEEPLE-CHASE. PLATE V. DRAWN BY H. ALKEN.

winning the challenge racquet from Cecil Clay, who made such a name for himself at Oxford. Mr. Richardson also won the school prize for fielding, the long jump and hurdle race, and also the fencing prize given by the Messrs. Angelo, so it will be seen that this gentleman was an all-round athlete.

It was about 1865 that Mr. Richardson first appeared as a gentleman rider, and one of his earliest victories was when he easily won a steeplechase at Huntingdon, although he broke a stirrup leather at the first fence.

Among sundry minor events Mr. Richardson won, in 1869, at the Aylesbury "Aristocratic" steeplechases, on Sir William Milner's Cora Pearl, in a match against Lord Rosebery's The Fawn, ridden by Mr. C. S. Newton of Oxford.[1]

Mr. Richardson won two Grand Nationals (1873 and 1874) on Disturbance and Reugny respectively; two Croydon United Kingdom Steeplechases on Disturbance and Furley; two Leamington Grand Annuals with Furley and Schiedam, winning on the last-mentioned horse the Grand National Hunt Steeplechase at Cottenham in 1870.

At Croydon, in 1873, Mr. Richardson rode Furley for Mr. Baltazzi (the owner of Kisber, the Derby winner of 1876), when the horse jumped in such slovenly style that he appeared to possess no earthly chance of winning, but his rider managed to pull him together, and at last he contrived to wear down Silvermere (the mare afterwards became a "let hunter," having passed into the possession of Mr. John Bambridge, of the Sun and Whalebone, Harlow Common, Essex), and eventually won by a neck. In 1874 Mr. Richardson gave up riding in steeplechases. He married, in 1881, Victoria, Countess of Yarborough, and takes great interest in the hounds.

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[1] See Aylesbury Steeplechases.

## 1875

Mr. H. Bird's "Pathfinder," aged, 10 st.
11 lb. . . . . . . . . . . . Mr. Thomas . 1
,, S. Davis's "Dainty," aged, 11 st. . ,, Hathaway 2
Baron Finot's "La Veine," 5 yrs., 11 st.
12 lb. . . . . . . . . . . . ,, Page . . 3

Nineteen started. Betting :—100 to 6 Pathfinder; 25 to 1 Dainty; 6 to 1 La Veine.

The other starters were Jackal, Congress, Furley, Clonave, Duc de Beaufort, Laburnum, Miss Hungerford, St. Aubyn, Sailor, Messager, Bar One, Sparrow, Marmora, New York, Victoire, and Fleuriste.

It was the general opinion that the Messrs. Topham had made the course bigger than before, and it was said that one or two of those who were partial to some of the courses around London did not half like the look of some of the Aintree fences. Others, however, who had known Liverpool for years, averred that the fences differed hardly at all from year to year.

At the fall of the flag Sailor made the running, but on going into the country the leading division were Congress, La Veine, Marmora, Sailor, Sparrow, and Jackal. Clonave and Furley refused the first fence, Messager declined the second, and at the third Clonave refused again, knocking over St. Aubyn, while New York also declined. After Becher's Brook had been cleared Congress was in front of La Veine, Sparrow, and Miss Hungerford, and in that order they cleared Valentine's Brook, after which Jackal took fourth place. On jumping on to the race-course Victoire took up the running to the bush fence, over which the leading division comprised Congress, Victoire, La Veine, and Sparrow, and in this order they jumped the water, Pathfinder being next.

Going into the country for the second time, Victoire again took a slight lead and was in front at Becher's Brook; but, on landing over Valentine's Brook, Bar One rushed to the front until the second fence from the canal, where Duc de Beaufort ran into third place, Pathfinder and Dainty at the same time improving their positions. Landing on to the course, Congress, Victoire, Dainty, and La Veine were in front. Victoire was beaten in the straight, when Dainty and Pathfinder ran through their horses and joined the leader, the last flight of hurdles being charged first by Dainty, with Pathfinder next. Dainty had all the best of the race to the stand, but Pathfinder was the fresher, gradually wore down the mare, and won all out by half a length; three lengths off La Veine was third. Laburnum broke his leg after landing on to the course. Time, 10 minutes 22 seconds. An objection was lodged against Pathfinder on the ground of insufficient description, but it was subsequently withdrawn. A finer or more exciting finish has seldom been seen for a Grand National, moderate though the competitors may have been.

The race was regarded as being very open, and there was at no time a very strong favourite. The success of Pathfinder, formerly known as The Knight, was quite unexpected, as prior to his coming into the possession of Mr. Bird his performances had been moderate in the extreme; but he managed to win the Leicestershire Hunt Steeplechase in the hands of Mr. Thomas, who on this occasion took part in the Grand National for the eighteenth time, and for the third time rode the winner.

## 1876

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| Capt. Machell's "Regal," 5 yrs., 11 st. 3 lb. | J. Cannon | 1 |
| Mr. Gomm's "Congress," aged, 11 st. 8 lb. | Mr. E. P. Wilson | 2 |
| ,, J. Nightingall's "Shifnal," 10 st. 13 lb. | R. I'Anson | 3 |

Nineteen started. Betting:—25 to 1 each against Regal and Congress and Shifnal.

The other starters were Defence, Master Mowbray, Chandos, Clonave, Phryne, Pathfinder, Jackal, Palm, Game-bird, The Liberator, Zero, Gazelle, Chimney Sweep, Thyra, Spray, and Rye.

Captain Machell was officially described as "starter," but Mr. M'George actually officiated, and the start was a good one, Chimney Sweep, Master Mowbray, The Liberator, and Shifnal being in the front division. At the second fence both Palm and Clonave refused, and Gazelle lamed herself. The rest of the field went on at a good pace to Becher's Brook, which Master Mowbray was the first to clear. Next to him came Pathfinder and Shifnal, the latter a few strides further on taking a slight lead, which he retained along the railway embankment. Valentine's Brook was cleared by Master Mowbray in advance of Jackal and Chimney Sweep, but on nearing the canal bridge the leading division were upon somewhat closer terms, and on clearing the fence on to the race-course Jackal was well up to the made fence, where The Liberator rushed to the fore and jumped it slightly in advance of the others, but he was headed in the next half-dozen strides by Shifnal, who cleared the water jump in front of the stand a length in front of Jackal, Master Mowbray, and The Liberator, who were nearly abreast. All jumped safely with the exception of Chandos, who blundered on landing, but was quickly going again. Spray and Thyra presently refused, and The Liberator again showed in front to Valentine's Brook, at which he came to grief, leaving Shifnal with the lead. On the race-course Rye entered first, followed by Jackal, Congress, Shifnal, and Regal, to whom the race was now confined. The three last named drew away as they entered the straight, where Congress appeared to have the best of it, but Regal challenged him half-way up, and drawing level in the last hundred yards, won an exciting race by a neck; three lengths between second and third.

## 1877

Mr. F. G. Hobson's "Austerlitz," 5 yrs.,
10 st. 8 lb. . . . . . . . . . . . Owner . . 1
Lord Lonsdale's "Congress," aged, 12 st.
7 lb. . . . . . . . . . . . . . J. Cannon . 2
Mr. Moore's "The Liberator," aged, 10 st.
12 lb. . . . . . . . . . . . . . Mr. Thomas 3

Sixteen started. Betting:—15 to 1 Austerlitz; 20 to 1 Congress; 25 to 1 The Liberator.

The starters included, besides the above, Chimney Sweep, Regal, Reugny, Shifnal, Pride of Kildare, Zero, Lancet, Game-bird, Sultana, Earl Marshal, Arbitrator, Citizen, and Dainty. Austerlitz at once, in company with Chimney Sweep, took up the running, and before reaching the first fence Zero had joined the leaders, and when over the fence took up the running from Citizen. Without any material alteration the horses cleared Becher's Brook, when Citizen again came to the front and held a clear head of Zero, in whose company was Chimney Sweep. In this manner Valentine's Brook was reached, which all jumped. Congress then showed the way nearly to the table jump, when he gave way to Zero who was first over, Citizen being second and

Congress third. The pace, which throughout had been good, now quickened on reaching the course, and was maintained to the water jump. Directly after going into the country for the second time Citizen began to fall away. At the fence before Becher's Brook Zero refused, and after clearing the water, Chimney Sweep, The Liberator, and Austerlitz were leading. At Valentine's Brook, Arbitrator, dead beaten, fell; on approaching the canal side Reugny dropped away, and by the time the race-course was reached Austerlitz had headed Chimney Sweep and The Liberator. As the competitors made for the straight Shifnal was beaten, and before reaching the first hurdles Chimney Sweep was in trouble. Here The Liberator headed Austerlitz, Dainty drawing up on the whip hand. Before reaching the last hurdle, however, Austerlitz again collared The Liberator, who was first over, and won by four lengths from Congress, who took second place on the post, owing to The Liberator and Dainty not being persevered with from the last hurdles. Time, 10 minutes 16 seconds.

## 1878

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| Mr. J. Nightingall's "Shifnal," aged, 10 st. 12 lb. | J. Jones | 1 |
| Capt. A. Crofton's "Martha," aged, 10 st. 9 lb. | Mr. T. Beasley | 2 |
| ,, Bate's "Pride of Kildare," aged, 11 st. 7 lb. | ,, G. Moore | 3 |

Twelve started. Betting:—100 to 15 Shifnal; 20 to 1 Martha; 4 to 1 Pride of Kildare.

This year the field dwindled down to a dozen (the smallest field for many years), the other starters being Jackal, Boyne Water, Verity, Miss Lizzie, Curator, His Lordship, The Bear, Northfleet, and Tattoo.

After one false start Shifnal, Miss Lizzie, Martha, Jackal, and Pride of Kildare were the first to show in front, the pace, however, being exceedingly slow. At the first fence The Bear and Northfleet refused, and at the next obstacle His Lordship also turned round. All cleared Valentine's Brook, but at the fence a little further on Jackal refused, and Martha ran up to Shifnal and Miss Lizzie, who were racing side by side. On reaching the canal bridge Miss Lizzie caught up Martha, and they were the first two to land over the table jump on to the inner course. Up to the thorn fence there was very little alteration, but after clearing it Martha drew slightly in front of Miss Lizzie. Shortly afterwards Verity refused, and on reaching Valentine's Brook the second time, Miss Lizzie ran very wide, when Martha took up the running, followed by Shifnal. All jumped Becher's Brook and came on close together along the canal side, where Boyne Water gave way to Pride of Kildare. The issue now seemed confined to Shifnal and Martha, and both ran locked together to the last hurdle, but the former won very cleverly by two lengths—ten lengths between second and third. Time, 10 minutes 23 seconds.

The Prince of Wales was one of the Croxteth party, driving back to the Hall after the races. Before racing began some straw underneath the balcony erected for the Prince of Wales was found to be on fire; but the flames were subdued before any damage accrued to the balcony above.

## 1879

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| Mr. G. Moore's "The Liberator," aged, 11 st. 4 lb. . . . . . . . . . | Owner . . . | 1 |
| Lord M. Beresford's "Jackal," aged, 11 st. | J. Jones . . | 2 |
| Mr. C. Oeschlaeger's "Martha," aged, 10 st. 13 lb. . . . . . . . . . | Mr. T. Beasley | 3 |

Eighteen started. Betting:—4 to 1 The Liberator; 15 to 1 Jackal; 50 to 1 Martha.

The other competitors were Wild Monarch, Regal, Queen of Kildare, Bacchus, His Lordship, Marshal

Niel, Victor II., Brigand, Bob Ridley, Turco, Lord Marcus, Rossanmore, The Bear, Bellringer, and Concha.

An excellent start was effected at the first attempt, Jackal immediately showing in front. At the first fence The Bear refused as he had done before, and so did Bellringer. His Lordship, Bacchus, Victor II., and Concha fell, while Queen of Kildare refused at the next obstacle. When they had fairly settled down Martha took up the running, and was followed over Becher's Brook by Bob Ridley. After going for about a mile and a half Lord Marcus drew to the front, and with Bob Ridley made alternate running, until reaching the artificial water jump in front of the stand, Lord Marcus being first over, with The Liberator and Bob Ridley close up. At Becher's Brook the second time round Marshal Niel fell, and shortly afterwards Regal was in trouble. After clearing the fence at the canal bridge, Bob Ridley and Lord Marcus fell back, The Liberator, Jackal, and Martha going away, and keeping close company until reaching the last hurdle, when the Irish horse shot out and won in a canter by ten lengths, two lengths between second and third. Time, 10 minutes 12 seconds.

The winner was always a favourite with the English public, for he was a consistent performer. He was bred by Mr. Stokes, of Mount Hawk, in Ireland in 1869; he was a bit high on the leg and not the handsomest horse in the world. He did not run till he was five years old, and that was at Cork Park races, and about eight months afterwards was sold for £600 to Mr. Hawk. In 1876 we first find him running for the Grand National, when he was not mentioned in the betting, and as he fell in the course of the race nothing was thought about him. At Sewell's Repository in Dublin, whither he was sent for sale, he did not reach his reserve of 1000 guineas, and Mr. Garrett Moore bought half of him for 500 guineas, and rode him in the Grand National hurdle race at Croydon in 1877. Mr. "Thomas" rode him in the Grand National of 1877, when he carried 10 st. 12 lb., and this time The Liberator managed to run third. No record is found of his running in 1878, but after running elsewhere on two or three occasions, he was now successful in gaining Grand National honours. He was, of course, well backed, but at one time his starting seemed improbable, as after one of his gallops he was attacked by some muscular affection and was soon so lame that he was unable to get back to his stable, and a van was sent for. Before it arrived, however, it was thought better that he should not stand still, so was forced along back into his stable. However, "all's well that ends well," and eventually, as the account shows, The Liberator credited his owner with the race.

## 1880

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|---|---|---|
| Mr. P. Ducrot's "Empress," 5 yrs., 10 st. 7 lb. . . . . . . . . . . . . | Mr. T. Beasley | 1 |
| ,, G. Moore's "The Liberator," aged, 12 st. 7 lb. . . . . . . . . . . | Owner . . . | 2 |
| Col. Lloyd's "Downpatrick," 6 yrs., 10 st. 7 lb. . . . . . . . . . | Gavin . . . | 3 |

Fourteen started. Betting:—8 to 1 Empress; 6 to 1 each The Liberator and Downpatrick.

The other starters were Jupiter Tonans, Regal, Shifnal, Wild Monarch, Woodbrook, Victor II., Victoria, Gunlock, Sleight of Hand, Dainty, and St. George.

Downpatrick at once made the running from Empress, but Wild Monarch headed them both and led over the two first fences. Sleight of Hand tumbled over at the first, while at the second Gunlock and Regal fell, and St. George also refused. On approaching Valentine's Brook, Jupiter Tonans drew out with a long lead, and after passing it Empress took second place to the race-course, where Downpatrick went on with the running, keeping the lead as far as the water jump in front of the grand stand, where Shifnal and Jupiter Tonans joined him, and on entering the country the second time these three were still leading. On approaching Valentine's Brook, Jupiter Tonans rushed to the front and soon led by at least a hundred yards in front of Victoria and Downpatrick, the pair being fully half-a-dozen lengths in advance of the others. Along the canal side Jupiter Tonans increased his lead to two hundred yards, but three-quarters of a mile from home he was joined by Downpatrick, Empress, Woodbrook, and The Liberator. Entering the straight run home Downpatrick took up the running, and some distance further on Jupiter Tonans was beaten. Empress then closed with Downpatrick and was first over the last hurdles. Mr. Moore then brought The Liberator up with a rush and soon overhauled Downpatrick, but was unable to catch Empress, who won by two lengths, The Liberator defeating Downpatrick by a head. Time, 10 minutes 20 seconds. There was a huge attendance on this occasion, the presence of the Prince of Wales having no doubt a good deal to do with the number of visitors present.

Empress, the winner, is another addition to the Irish horses which have won at Liverpool. She was bred by Mr. Lindesay in Ireland in 1875, and was by Blood Royal out of Jeu des Mots, by King Tom. In colour she was a light chestnut, and stood over sixteen hands She had excellent shoulders and showed great power. Her first race was at Baldoyle in 1878 when she belonged to Mr. Rynd, who sold her in the summer to Mr. Linde, and the owner of the Eyrefield establishment soon afterwards put her to learn jumping, and subsequently sold her to Count Ordody for £450. She was well backed and looked in excellent condition. Mr. Beasley, who rode her, lost a stirrup during the latter part of the race, and in trying to regain it lost much ground, but when set going again, Empress passed her horses one by one, and was so fresh at the end that she is said to have jumped close upon thirty feet over the last hurdles. At any rate she won by something like two lengths, and her victory cost the Ring something like £15,000, but she could never be trained afterwards. The finely shaped Downpatrick subsequently made his appearance at several horse shows as a hunter sire, and some of his stock have turned out well.

### 1881

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|---|---|---|
| Capt. Kirkwood's "Woodbrook," aged, 11 st. 3 lb. . . . . . . . . . | Mr. T. Beasley | 1 |
| „ Machell's "Regal," aged, 11 st. 12 lb. . . . . . . . . . . . . | Jewitt . . . | 2 |
| Mr. L. de Rothschild's "Thornfield," 5 yrs., 10 st. 9 lb. . . . . . . . | R. Marsh . . | 3 |

Thirteen started. Betting:—11 to 2 each Woodbrook and Thornfield; 11 to 1 Regal.

The field of thirteen starters was made up of The Liberator, Fairwind, Abbot of St. Mary's, Little Prince, New Glasgow, Montauban, Cross Question, The Scot, Fabius, and Buridan, while the occasion is memorable from the fact that Fred Webb, the well-known flat race jockey (now trainer), rode The Scot, which afterwards belonged to the Prince of Wales. The horse, which this year belonged to Captain Machell, ran in the name of Mr. J. B. Leigh in 1882, when he was ridden by the late James Jewitt and was unplaced, while in 1884 he carried the Prince of Wales' colours, the late John Jones, who then trained for the Prince of Wales, being his jockey.

The horses were sent away at the first attempt;

Buridan and Fabius refused the second fence, by which time The Liberator, Thornfield, and Cross Question were leading. The Liberator fell at the first fence after Valentine's Brook, but was quickly remounted; Woodbrook, who soon afterwards took the lead, was in front as the horses took the water jump opposite the stand. Going into the country for the second time there was little change in the positions, but Regal improved his place on entering the straight, where he became second. Woodbrook, however, won in a canter by four lengths; a bad third.

The Empress of Austria, who had been hunting in Cheshire, was present, but the weather was of the worst description, rain, sleet, and snow falling almost without intermission during the whole day.

Woodbrook was another Irish horse by The Lawyer —The Doe, and was bred in 1874 by Captain Kirkwood, of Woodbrook, from which place the horse took his name. Like Empress he first ran in 1878, and in the next year won the Sefton Steeplechase at the Liverpool autumn meeting, but was disqualified on the ground of insufficient description. In 1880 he was fifth to Empress in the Grand National, and this year he was successful. He was subsequently sold to Mr. Oeschlaeger for £1300. In 1882 Woodbrook died at Newmarket.

## 1882

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|---|---|---|
| Lord Manners' "Seaman," 6 yrs., 11 st. 6 lb. . . . . . . . . . . . . | Owner . . . | 1 |
| Mr. J. Gubbins' "Cyrus," 5 yrs., 10 st. 9 lb. . . . . . . . . . . . . | Mr. T. Beasley | 2 |
| ,, Clayton's "Zoedone," 5 yrs., 10 st. | Capt. Smith . | 3 |

Twelve started. Betting:—10 to 1 against Seaman; 9 to 2 Cyrus; 20 to 1 Zoedone.

The other starters were Montauban, The Liberator, The Scot, Wild Monarch, Eau de Vie, Mohican, Fay, Ignition, and Black Prince.

This year the Grand National was announced as being worth 1000 guineas, with 100 to the second, and 25 to the third. The weather was again wretched, and the race was run in a downpour of rain. Lord Manners, who was well known in the hunting field but who had had little or no experience of steeplechasing, had some time prior to the date of the race announced his intention of riding his own horse, and sedulously rode gallops under competent instruction; but it was a bold undertaking to ride in the chief steeplechase of the year against the best cross country horsemen of the day. However, Seaman, Lord Manners' horse, started fourth in demand. Wild Monarch dashed away in front of Eau de Vie and Cyrus, they jumping the second fence in this order, but Ignition refused. At Becher's Brook Eau de Vie took a clear lead, and the second time round led the way into the country. At the second fence Black Prince fell, and with Eau de Vie running out of the course, and Mohican and The Liberator coming down, the field was reduced. Zoedone then went on with the lead to the next fence where Fay came to grief, and The Scot fell nearly a mile from home. The first on to the race-course was Zoedone to the last flight of hurdles but one, when she was beaten, leaving Cyrus in command, but Seaman challenging in the last hundred yards, won, after a splendid race, by a head. Zoedone was a bad third. Wild Monarch fell at the third fence in the country, broke his leg, and had to be destroyed. Time, 10 minutes 42⅖ seconds.

## 1883

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|---|---|---|
| Count C. Kinsky's "Zoedone," 6 yrs., 11 st. . . . . . . . . . . . . | Owner . . . | 1 |
| Mr. P. George's "Black Prince," aged, 10 st. 4 lb. . . . . . . . . . . | Canavan . . | 2 |
| Major Bunbury's "Mohican," 6 yrs., 12 st. 1 lb. . . . . . . . . . . | Mr. H. Beasley | 3 |

Ten started. Betting:—100 to 8 Zoedone; 33 to 1 Black Prince; 9 to 1 Mohican.

The small field of ten was made up by Eau de Vie, Athlacca, Zitella, Montauban, Jolly Sir John (in blinkers), Downpatrick, and Cortolvin. Zitella, Eau de Vie, Montauban, and Jolly Sir John were the most fancied, but with the exception of Mohican the placed horses were outsiders. For the third time in succession there was every promise of the weather being inclement, but after the heavy rain which had fallen all the morning, there was an improvement, though the course was necessarily deep. There was no delay at the post, and when the flag fell Montauban took up the running followed by Black Prince, the latter going to the front before reaching the first fence. Before jumping Becher's Brook, Zitella took the lead, and with Zoedone made joint running for some distance. Little alteration took place for nearly three miles, when Zoedone held a long lead, six furlongs from home had her field in trouble, and cantering on to the end won by ten lengths. Six lengths divided second and third, and the same distance third and fourth (Downpatrick). Jolly Sir John refused at the first fence, and Cortolvin fell the second time round. Time, 11 minutes 39 seconds.

## 1884

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| Mr. H. F. Boyd's "Voluptuary," 6 yrs., 10 st. 5 lb. | Mr. E. P. Wilson | 1 |
| ,, M. A. Maher's "Frigate," 6 yrs., 11 st. 3 lb. | ,, H. Beasley | 2 |
| Capt. Fisher's "Roquefort," 5 yrs., 10 st. 5 lb. | Childs | 3 |

Fifteen started. Betting:—10 to 1 each Voluptuary and Frigate; 9 to 1 Roquefort.

The dozen other starters were Zoedone, Zitella, Cyrus, Regal, The Scot, Albert Cecil, Idea, Black Prince, Satelite, Tom Jones, Cortolvin, and Terrier.

During nearly the whole of the day the weather was dull and cloudy, and the Aintree course was enveloped in such a thick mist that little of what the horses were doing could be seen from the stand. That, however, was by no means the worst that happened during the day. The Prince of Wales' horse, The Scot, trained and ridden by the late John Jones, had on the Thursday before the day of the race galloped so well and freely as to cause his supporters to expect that he would very nearly win if he was not actually first past the post. For some distance he gave every promise of holding his own, and while the race was being run a telegram arrived announcing the sad intelligence of the Duke of Albany's sudden death. The message was handed to Col. Ellis, who after the race handed it to the Prince, who at once left the course, the flag at the stand being lowered to half-mast high. The executive of the meeting suggested how far it would be expedient to postpone further racing, but ultimately it was resolved that racing should be proceeded with, though the Duke of Montrose and Sir George Chetwynd declined to start their horses.

The race was run at a good pace, and one circuit of the course was covered without a mistake being made. At the first attempt they were despatched. The Scot was the first to show in front, and was followed by Regal, Cyrus, Cortolvin, Frigate, Black Prince, and Satelite, into the country. Owing to the thick mist hanging over the ground, little now could be seen of them. Cortolvin showed the way over Becher's Brook, and there was no material change until coming to the water in front of the stand, over which Regal landed first. Going into the country for the second time Cortolvin resumed the lead, and shortly after passing Becher's Brook, The Scot disposed of his chance by jumping into a fence. Regal falling lame was pulled up shortly afterwards, and Tom Jones came to grief about a mile and a quarter from home. Before jumping on to the race-course, Zoedone, Black Prince, Cyrus, Roquefort, Frigate, and Voluptuary were the only competitors left in with any chance of success, and of these, Zoedone, Black Prince, and Cyrus were beaten shortly after entering the straight, where Frigate and Voluptuary drew away, and although Frigate for a moment flattered her backers, she hit the last hurdle very hard, and Voluptuary, flying over in fine style, won rather cleverly at the finish by four lengths ; six lengths between second and third, the last pair being The Scot and Terrier. Time, 10 minutes 5 seconds. This was the first time that Lord Rosebery's cast off had jumped a country in public. The course was in splendid order, and the light plough land was all in favour of the heavy weights for the big race.

The winner, Voluptuary, after his racing career was over, made a further appearance on the stage of Drury Lane theatre (then under the management of the late Sir Augustus Harris) in the Prodigal Daughter, in which play he, ridden by Mr. Leonard Boyne, jumped the fences as well and as freely as he had done at

Aintree; and what made Voluptuary's Grand National victory all the more creditable was that, as above mentioned, he had never before jumped a country in public.

## 1885

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|---|---|---|
| Mr. A. Cooper's "Roquefort," 6 yrs., 11 st. | Mr. E. P. Wilson | 1 |
| ,, M. A. Maher's "Frigate," aged, 11 st. 10 lb. | ,, H. Beasley | 2 |
| Capt. Machell's "Black Prince," aged, 10 st. 5 lb. | T. Skelton | 3 |

Nineteen started. Betting:—100 to 30 Roquefort; 7 to 1 Frigate; 33 to 1 Black Prince.

Redpath, Zoedone, Lioness, Kilworth, Jolly Sir John, Candahar, Belmont, Albert Cecil, Lang Syne, Ben More, Axminster, Red Hussar, Dog Fox, Downpatrick, Gamecock, and Harlequin were the other starters, this being the largest field since Regal beat eighteen others in 1876.

At the preliminary hurdle Zoedone came down heavily, rolling over Count Kinsky, who, though somewhat shaken by his fall, remounted and took part in the race.

There was one break away in which Gamecock ran some distance. The flag, however, fell at the next attempt to a good start, Black Prince being the first to go to the front, but at the first obstacle Dog Fox took up the running, while Harlequin refused the fence. Dog Fox resigned the lead at the next obstacle to Black Prince, Roquefort then going on second. At the third fence in the country Kilworth fell, and after jumping Becher's Brook, Downpatrick took up the running.

Along the canal side Albert Cecil joined the leader and led to the race-course for the first time, when Red Hussar rushed to the front, and came on with a slight lead of Downpatrick, who was now well clear of Albert Cecil. Entering the country for the second time, Gamecock took second place at the fence before Becher's Brook. Candahar refused, and Zoedone fell at the fence beyond, while Belmont was pulled up. Gamecock took up the running till a mile from home, but fell directly afterwards; Lang Syne also came down. Dog Fox showed the way on to the course, followed by Redpath, Roquefort, Frigate, and Black Prince, with Jolly Sir John at their heels to the five-furlong post, where the leaders took close order, and entering the line for home Roquefort took up the running on the rails until two hurdles from home, when Frigate challenged Roquefort, who, however, held his own to the end, and won easily by two lengths; four lengths between second and third. Time, 10 minutes 10 seconds.

None of the riders of the fallen horses received any injuries beyond a shaking. Roquefort proved a lucky purchase to Mr. Arthur Cooper, who took him from a former owner for the £1250 that gentleman had given for him a week or so previously at Sandown at public auction. His rider's brother, William Wilson, trained Voluptuary and Roquefort at Ilmington in Worcestershire.

The course had been widened at the canal turn, so that there was ample space to start a field of forty horses abreast. The Grand National course was this year all grass, and it was railed in on the inside for its entire length, thus preventing the bad tempered ones from shirking their work.

## 1886

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|---|---|---|
| Mr. Douglas's "Old Joe," aged, 10 st. 9 lb. . . . . . . . . . . . | T. Skelton . . | 1 |
| Count Erdody's "Too Good," aged, 11 st. 12 lb. . . . . . . . . . . | Mr. H. Beasley | 2 |
| Mr. E. Jay's "Gamecock," aged, 10 st. 12 lb. . . . . . . . . . . . | ,, E. Stephens | 3 |

Twenty-three started. Betting:—25 to 1 Old Joe; 7 to 1 Too Good; 50 to 1 Gamecock.

Such old friends as Frigate, Redpath, Cortolvin, Jolly Sir John, Black Prince, and The Liberator were again started; while the other runners were Roquefort, Billet-doux, Belmont, Fontenoy, Coronet, Harristown, Lady Tempest, Savoyard, Sindbad, Badger, Limekiln, Conscript, Magpie, and Amicia.

Roquefort on the inside was the first to show in front, while Old Joe on the right immediately headed the middle division. Frigate and Conscript fell at the first fence, the third obstacle proving fatal to Sindbad, and as the horses made for Becher's Brook Old Joe took a slight lead of Roquefort and Gamecock. At the first fence beyond Becher's Brook Fontenoy refused, and Gamecock took up the running, while before reaching the stand Coronet rushed to the front, and jumped the water in front of the stand well in advance. At the second fence afterwards Belmont fell, and at the next obstacle Roquefort overjumped himself and came to the ground, Limekiln coming to grief at Becher's Brook, where Billet-doux was pulled up. Coronet continued to make the running, and before reaching the race-course the second time The Liberator was cannoned against and fell. Three fences from home Coronet showed the way on to the course, closely followed by Savoyard, Lady Tempest, and Old Joe, the latter of whom joined the leading pair five furlongs from home, and they came on in close company into the straight, where Coronet was beaten, and Old Joe, who was hugging the rails, took up the running from Savoyard, who was on the stand side. They were followed by Cortolvin, Magpie, and Lady Tempest half way up the straight, these being passed by Too Good, who took third place, but he never seriously threatened Old Joe and Savoyard. The pair were racing wide of each other, and though dreadfully tried Savoyard headed Old Joe between the two last flights of hurdles, but failing to rise at the final obstacle he fell. This cleared the way for Old Joe, who won by six lengths; five lengths between second and third. Time, 10 minutes 14$\frac{3}{5}$ seconds.

This year's winner had, it was said, played a variety of parts, the story being that he had jumped for small prizes at little shows, had been in harness, had been hunted, and been put to several other uses. His victory, however, added to the number of Irish bred horses which had won the Grand National, and the Irishmen had reason to congratulate themselves when The Liberator, Empress, and Woodbrook won in three successive years; Seaman, too, was Irish bred, while this year (1886) an Irish trained mare, Coquette, was purchased by the Prince of Wales, but owing to the severe weather John Jones, who trained her, was not able to bring her to the post.

## 1887

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|---|---|---|
| Mr. E. Jay's "Gamecock," aged, 11 st. . . | W. Daniels | 1 |
| Baron Schroder's "Savoyard," aged, 10 st. 13 lb. . . . . . . . . . . . . . | T. Skelton | 2 |
| Lord Wolverton's "Johnny Longtail," aged, 10 st. 6 lb. . . . . . . . . . . . . | Childs . . | 3 |

Sixteen started. Betting:—20 to 1 Gamecock; 100 to 14 Savoyard; 40 to 1 Johnny Longtail.

The field was made up of Roquefort, Too Good, Old Joe, Chancery, Frigate, Chancellor, Bellona, Spectrum, Spahi, Magpie, Ballot Box (he had been running in hunt races and made immense improvement when trained by a professional), Sindbad, and Hunter.

After a couple of false starts Gamecock soon headed Savoyard, who was first away, and early in the race Bellona, Ballot Box, and Spahi fell. Old Joe led over Becher's and Valentine's Brooks, and on reaching the course for the first time Hunter was showing the way to Old Joe, Magpie, and Chancellor, but he fell at the fence before the water, over which Spectrum landed with a slight lead. Magpie broke down at Becher's Brook the second time, Chancellor taking a slight lead, while Spectrum fell at the last fence but one. On entering the straight Savoyard took up the running, Gamecock lying second, Chancellor third, and Roquefort fourth. Before reaching the final hurdles Roquefort swerved and fell over the rails, and Gamecock then headed Savoyard, winning by three lengths after being twice placed for this race; a bad third. Time, 10 minutes $10\frac{1}{5}$ seconds. Too Good pulled up so leg weary that his jockey dismounted before reaching the post.

## 1888

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|---|---|---|
| Mr. E. W. Baird's "Playfair," aged, 10 st. 7 lb. . . . . . . . . . | Mawson . . | 1 |
| ,, Maher's "Frigate," aged, 11 st. 2 lb. | Mr. W. Beasley | 2 |
| ,, Nickalls's "Ballot Box," aged, 12 st. 4 lb. . . . . . . . . . . . . | W. Nightingall | 3 |

Twenty started. Betting:—40 to 1 Playfair; 100 to 9 Frigate; 25 to 1 Ballot Box.

In addition to the foregoing the field included Usna, Gamecock, Savoyard, Johnny Longtail, Bellona, Ringlet, Spahi, Old Joe, Chancellor, Aladdin, The Badger, the Prince of Wales's Magic, Kinfauns, The Fawn, Trap, Jeanie, and Cork.

Ringlet and Trap made joint running, but at the second fence going into the country The Fawn, Kinfauns, and Spahi refused. Before reaching Becher's Brook Old Joe had made his way to the front, he being quickly joined by Ballot Box. As they raced along the canal side Old Joe was followed by Ringlet, Frigate, and Ballot Box, but on landing on to the race-course the first time Aladdin drew to the front, and was followed over the stand water jump by Frigate, Johnny Longtail, Usna, and Ballot Box, Bellona falling at the first fence on the race-course. At the second fence in the country Trap came down, and Lowe broke his collar-bone. Aladdin at this point was still at the head of his field. With little alteration the horses cleared Becher's and Valentine's Brooks, shortly after which Usna broke down and interfered with Frigate, who lost some ground. The first to reach the race-course was Ringlet, Savoyard falling two fences from home, and Ringlet, being unable to stay, was headed in succession by Frigate and Playfair. Frigate was first over the final obstacle, but she could not hold Playfair, who headed her just fifty yards from home, and drawing away, won in a canter by ten lengths; four lengths between second and third. Cork slipped into Valentine's Brook the first time round, and Chancellor was pulled up dead beaten six furlongs from home.

The winner was a comparative novice over a country, but he won a hurdle race over three miles at Sandown Park shortly before the race. He was formerly the property of Mr. Barclay, and was a fair horse on the flat.

This year the course underwent a slight alteration. Near to Canal Point a shorter route was adopted, so that instead of the long run in thence there were two fences in the last half mile. The Prince of Wales stayed at Croxteth for the meeting, reaching the course about half-past one, and in the race itself his colours were carried by Magic, which, curiously enough, overreached and stumbled at the same fence which brought down the Prince's previous horse, The Scot.

## 1889

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| Mr. M. A. Maher's "Frigate," aged, 11 st. 4 lb. | Mr. T. Beasley | 1 |
| ,, D. Jardine's "Why Not," aged, 11 st. 5 lb. | ,, C. J. Cunningham | 2 |
| ,, Rutherford's "M.P.," aged, 10 st. 9 lb. | A. Nightingall | 3 |

Twenty started. Betting:—8 to 1 Frigate; 11 to 1 Why Not; 20 to 1 M.P.

The seventeen other starters were Ballot Box, Roquefort, Gamecock, Ringlet, Savoyard, Voluptuary, Bellona, Kilworth, Et Cætera, Glenthorpe, The Fawn, Magic, Battle Royal, Merry Maiden, Hettie, The Sikh, and Great Paul. Magic and Hettie, ridden respectively by J. Jones and A. Hall, belonged to the Prince of Wales, who was again present with the Croxteth party. Magic's starting price was 25 to 1, and that of Hettie 66 to 1.

There was one break away before the flag fell, and then Voluptuary went in front, Merry Maiden refusing and Savoyard falling, while Et Cætera, Hettie, and Ballot Box came to grief at the third fence, Kilworth refusing the next obstacle. At Becher's Brook Voluptuary was followed by M.P., Roquefort, and Why Not, M.P. taking up the running along the canal side; but at the water opposite the stand, The Fawn had gone to the front and was followed by Why Not and Gamecock. On going into the country for the second time, Why Not drew to the front, and was first over Becher's Brook, but at Valentine's Brook M.P. resumed the lead, while Roquefort fell at the fence before landing on to the race-course, the first then being Why Not. Two fences from home Frigate drew up to Why Not, and charged the final obstacle in front, the race being confined to the pair for the last quarter of a mile. Why Not reduced Frigate's advantage, but failed to get up, and was beaten after an exciting race by a length; a bad third; Magic was fifth. Glenthorpe, who broke down, trotted on in front of Roquefort, who was remounted and completed the course. Time, 10 minutes 1⅕ seconds.

## 1890

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| Mr. G. Masterman's "Ilex," 6 yrs., 10 st. 5 lb. . . . . . . . . | A. Nightingall . | 1 |
| ,, E. Woodland's "Pan," aged, 10 st. 5 lb. . . . . . . . . | Halsey . . . . | 2 |
| ,, J. Rutherford's "M.P.," aged, 11 st. 5 lb. . . . . . . . . | Mr. W. H. Moore | 3 |

Sixteen started. Betting:—4 to 1 Ilex; 100 to 1 Pan; 8 to 1 M.P.

Four old Grand National winners were amongst the entries, Voluptuary, Roquefort, Gamecock, and Frigate, but the last named could not be sent to the post owing to the partnership of his owners not having been registered in time; the other three, however, started, as also did Why Not, Battle Royal, Bellona, Emperor, Braceborough, Fétiche, Hettie (the Prince of Wales's), Baccy, Brunswick, and Fireball. On going into the country the second time M.P. went on from Ilex, Fireball, Pan, Fétiche, Voluptuary, and Why Not, and in something like this order jumped Becher's Brook the second time. Voluptuary fell at Valentine's Brook, and shortly afterwards Ilex headed M.P. Pan then took second place to Ilex, who, however, came sailing away two fences from home, and won in a canter by twelve lengths; a bad third. Time, 10 minutes 41⅘ seconds. An easier victory had not been seen since Voluptuary won in 1884.

## 1891

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| Mr. W. G. Jameson's "Come Away," aged, 11 st. 12 lb. | Mr. H. Beasley | 1 |
| Lord Dudley's "Cloister," aged, 11 st. 7 lb. | Capt. Owen | 2 |
| Mr. G. Masterman's "Ilex," aged, 12 st. 3 lb. | A. Nightingall | 3 |

Twenty-one started. Betting:—4 to 1 Come Away; 20 to 1 Cloister; 5 to 1 Ilex.

The other starters were Gamecock, Why Not, Roman Oak, Roquefort, Voluptuary, Choufleur, Emperor, Dominion, Veil, Cruiser, Grape Vine, Brunswick, Flower of the Forest, Jeanie, Young Glasgow, Nasr-ed-Din, Adelaide, and Fireball.

Grape Vine led into the country, and at the second fence Nasr-ed-Din, Flower of the Forest, and Brunswick fell, while at the next obstacle Choufleur came down. At the water, after completing the first circuit, Gamecock, Cloister, and Roquefort were in a line. Gamecock showed the way into the country the second time and held the lead over Becher's Brook, but after jumping Valentine's Brook Come Away took up the running. On the race-course Cloister headed Come Away, Ilex and Why Not being third and fourth, and to this quartette the race was now confined. Two fences from home Why Not fell, Come Away and Cloister drawing away from Ilex. After jumping the last obstacle Come Away forged ahead, but he was stopping at the finish, and Cloister making up some ground, was beaten by half a length only; a bad third. Time, 9 minutes 58 seconds.

The winner was objected to on the ground of a cross, but the protest was subsequently overruled and another Irish victory was scored, the winner being trained there. Mr. Cunningham, the rider of Why Not, was badly shaken, and Emperor broke his neck. Why Not fell two fences from home. This was the largest field since Old Joe won in 1886, but six only of the twenty-one runners completed the course.

## 1892

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|---|---|---|
| Mr. G. C. Wilson's "Father O'Flynn," aged, 10 st. 5 lb. | Capt. E. R. Owen | 1 |
| ,, C. Duff's "Cloister," aged, 12 st. 3 lb. | Mr. J. C. Dormer | 2 |
| ,, G. Masterman's "Ilex," aged, 12 st. 7 lb. | A. Nightingall | 3 |

Twenty-five started. Betting:—20 to 1 each Father O'Flynn and Ilex; 11 to 2 Cloister.

The other starters were Cruiser, The Midshipmite, Tenby, Partisan, Lord of the Glen, The Primate, Meldrum, Jason, Paul Pry, Ardcarn, Ulysses, Hollington, Reliance, Lord Arthur, Nap, Bagman, Southam, Flying Column, Rollesby, Faust, Billee Taylor, and Brunswick.

The horses were started at the second attempt, and there being no mistakes made at the first fence, the competitors were all together as they reached the second, where Flying Column headed Nap, who had been first away. The third stopped Rollesby and Paul Pry, and then at the fence before the water Cloister took up the running with Flying Column next, the pair holding a clear lead from the remainder. No material change had taken place on jumping into the country the second time, except that Billee Taylor bolted and Tenby fell at the second fence, while at Becher's Brook Meldrum, Rollesby, and Jason came down, Paul Pry being soon afterwards pulled up. Cloister maintained his lead along the canal side, and presently The Midshipmite raced up to the leader, but had no sooner headed him than he came down at a fence, so Cloister was left in front again.

On entering the race-course the first to be beaten was Flying Column, and Father O'Flynn getting his head in front a couple of fences from home drew right away and won by twenty lengths, two lengths separating Ilex from Cloister. Although a fair number of horses fell the list of accidents was not quite so long as usual, but Barker, who was riding Partisan, sustained a nasty shaking at the third fence. Father O'Flynn previously belonged to the Marquis of Cholmondeley, who sold him to Mr. Wilson in the previous year for 470 guineas. He was privately trained in Leicestershire, and won his race in 9 minutes $48\frac{1}{5}$ seconds.

## 1893

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|---|---|---|
| Mr. C. G. Duff's "Cloister," aged, 12 st. 7 lb. | Dollery | 1 |
| Captain M. Hughes' "Æsop," aged, 10 st. 4 lb. | H. Barker | 2 |
| Capt. C. H. Fenwick's "Why Not," aged, 11 st. 12 lb. | A. Nightingall | 3 |

Fifteen started. Betting:—9 to 2 Cloister; 100 to 12 Æsop; 5 to 1 Why Not.

This year the race was worth 2500 sovereigns, second received 300 sovereigns, and the third 200 sovereigns.

The unplaced horses were Tit for Tat, The Midshipmite, Father O'Flynn, Roman Oak, Field Marshal, The Primate, Lady Helen, Choufleur, Faust, Joan of Arc, Golden Gate, and Golden Link.

The race was started no more than six minutes late, there being one break away only. By the time Becher's Brook was reached Golden Link, The Primate, and Lady Helen had fallen, Cloister being the leader, and as the horses jumped on to the race-course he drew clear away. Joan of Arc fell at the fence before the water, over which Cloister held a clear lead and jumped Valentine's

Brook something like six lengths in front of The Midshipmite and Roman Oak, Why Not taking second place at the canal side, with Roman Oak and Æsop next. Cloister, still easily holding his advantage, cantered past the post the winner by forty lengths; a bad third. The time was given as 9 minutes 42⅖ seconds. Cloister carried 12 st. 7 lb. and won amidst a scene of excitement seldom witnessed on a steeplechase course, the time being, it was stated, the best since the race became a handicap. The field was the smallest since Voluptuary (who afterwards appeared on the stage) carried off the race from fourteen opponents nine years before.

## 1894

| | | |
|---|---|---|
| Capt. C. H. Fenwick's "Why Not," aged, 11 st. 13 lb. . . . . . . . . | A. Nightingall . | 1 |
| Mr. J. McKinlay's "Lady Ellen II.," 6 yrs., 9 st. 10 lb. . . . . . | T. Kavanagh . | 2 |
| ,, Jno. Widger's "Wild Man from Borneo," 6 yrs., 10 st. 9 lb. . . | Mr. Jos. Widger | 3 |

Fourteen started. Betting:—5 to 1 Why Not; 25 to 1 Lady Ellen II.; 40 to 1 Wild Man from Borneo.

The field included Trouville, Father O'Flynn, Carrollstown, Ardcarn, Æsop, Nelly Gray, Schooner, Musician, Varteg Hill, Calcraft, and Dawn.

After Schooner had made play Nelly Gray took up the running at Becher's Brook, but fell at the next fence, leaving Æsop in front, and so they ran with no material change on to the race-course, where Lady Ellen II. drew to the front but was headed at the water jump by Æsop, who led into the country the second time, and soon afterwards Wild Man from Borneo drew into third place. Lady Ellen II. next headed Æsop, and by the time the race-course was reached the second time Why Not was next in attendance on the leader.

Wild Man from Borneo took up the running two fences from home and for a short distance looked like winning, but Why Not ultimately made his way to the front and won by a length and a half, a head only dividing second and third. The time was 9 minutes 42⅖ seconds. Carrollstown dropped dead in the paddock immediately after his jockey had dismounted. Why Not was bought by his owner before the last year's race for £3000.

## 1895

| | | |
|---|---|---|
| Mr. Jno. Widger's "Wild Man from Borneo," aged, 10 st. 11 lb. . . . | Mr. Jos. Widger | 1 |
| ,, F. B. Atkinson's "Cathal," 6 yrs., 10 st. 9 lb. . . . . . . . . | H. Escott . . | 2 |
| Major A. Crawley's "Van der Berg," aged, 9 st. 13 lb. . . . . . | Dollery . . . | 3 |

Nineteen started. Betting:—10 to 1 Wild Man from Borneo; 100 to 8 Cathal; 25 to 1 Van der Berg.

The field included Manifesto, Horizon, Why Not, Father O'Flynn, Lady Pat, Prince Albert, Sarah Bernhardt, Ardcarn, Æsop, Fin-ma-Coul II., Royal Buck, Leybourne, Cock of the Heath, Caustic, Dalkeith, and Molly Maguire.

Æsop was again a starter this year; when the horses started at the first attempt, he and Horizon made joint running as soon as the horses had settled down. At the third fence Manifesto and Horizon became first and second, Æsop resuming, however, directly Becher's Brook had been jumped. Dalkeith showed the way on to the race-course, with Æsop, Cathal, and Horizon following, but the last named fell at the water when going well. On entering the country the second time, Van der Berg raced up to Æsop, who fell at the fence beyond Becher's Brook. By the side of the canal Cathal took the lead followed by Van der Berg and Wild Man from

Borneo, these three drawing right away from the others. Then, Van der Berg being beaten, the race was confined to the other two. Wild Man from Borneo obtained a slight lead a hundred yards from home, and eventually won by a length and a half, Van der Berg being a bad third. The time was 10 minutes 32 seconds. Horizon, who fell at the water jump opposite the stand in the first round, completed the course without a rider, and was between Cathal and Van der Berg on passing the winning post.

### 1896

| | | |
|---|---|---|
| Mr. W. H. Walker's "The Soarer," aged, 9 st. 13 lb.. . . . | Mr. D. G. M. Campbell | 1 |
| „ C. Grenfell's "Father O'Flynn," aged, 10 st. 12 lb. . . . | Owner . . . . . . | 2 |
| „ W. C. Keeping's "Biscuit," aged, 10 st. . . . . . . | E. Matthews . . . | 3 |

Twenty-eight started. Betting:—40 to 1 each The Soarer and Father O'Flynn; 25 to 1 Biscuit.

On this occasion the starters included Barcalwhey, Wild Man from Borneo, Cathal, March Hare, Why Not, Manifesto, The Midshipmite, Moriarty, Ardcarn, Waterford, Swanshot, Redhill, Dollar II., Alpheus, St. Anthony, Rory O'More, Van der Berg, Emin, Fleetwing, Clawson, Miss Baron, Philactery, Kestrel, Westmeath, and Caustic.

The horses were started at the first time, old Why Not at once showing the way. Redhill and Manifesto fell at the first fence, and soon afterwards Alpheus took up the running. At the fence below the water Father O'Flynn ran into second place; Emin fell at the fence just before coming to the canal side, where St. Anthony also came down. The Midshipmite fell soon afterwards as also did Swanshot.

Rory O'More led over Becher's Brook the last time round followed by The Soarer and Why Not, and soon afterwards Father O'Flynn took the lead with Why Not, Waterford, and Caustic in attendance. As they approached the race-course Biscuit took up the running, The Soarer lying second, until two fences from home, when the latter went to the front and won by a length and a half, the same distance dividing second and third. The time was 10 minutes $\frac{1}{5}$ second. The same number of horses competed as in 1873, when Disturbance won.

## 1897

| | | |
|---|---|---|
| Mr. H. M. Dyas's "Manifesto," aged, 11 st. 3 lb. . . . . . . . . | T. Kavanagh . | 1 |
| ,, G. R. Powell's "Filbert," aged, 9 st. 7 lb. . . . . . . . . . | Mr. C. Beatty . | 2 |
| Major J. A. Orr Ewing's "Ford of Fyne," 6 yrs., 10 st. 7 lb. . . . . . | ,, Withington | 3 |

Twenty-eight started. Betting:—6 to 1 Manifesto; 100 to 1 Filbert; 25 to 1 Ford of Fyne.

The unplaced horses included Prince Albert, Lotus Lily, Daimio, Cathal, Wild Man from Borneo, The Soarer, Westmeath, Gauntlet, Nelly Gray, Argonaut, Clawson, Norton, Seaport II., Ballyohara, Golden Cross, The Continental, Barcalwhey, Red Cross, Chevy Chase, Greenhill, Little Joe, Timon, Mediator, Fairy Queen, and Goldfish.

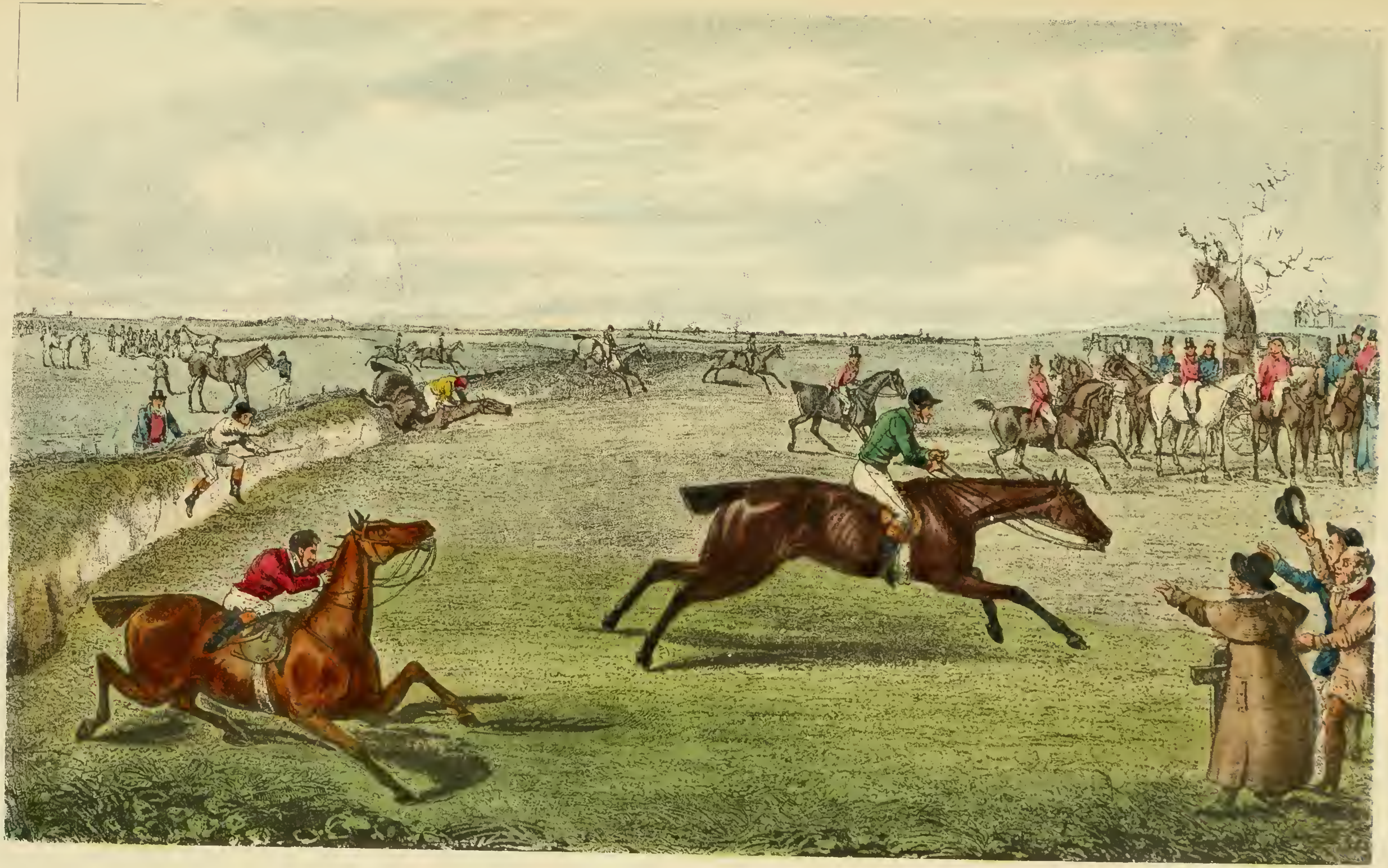
A new departure was taken this year in embroidering on a white loin cloth the name of the horse, this being done for the convenience of visitors to the paddock. There was no false start, and on the horses settling down Timon forced the pace, and led over the three fences into the country, where Barcalwhey became second, he being also closely followed by Manifesto and Golden Cross. Approaching Valentine's Brook Barcalwhey drew up to Timon, while Wild Man from Borneo lost his place, and two or three others pulled up. Timon held his own very well, and jumping into the race-course for the first time still led. At the fence near the stand Timon was about ten lengths ahead of Nelly Gray and Cathal, Wild Man from Borneo being pulled up. On going into the country the second time Timon showed the way to Westmeath and Manifesto. Ford of Fyne gradually came through his horses and Barcalwhey fell. Still holding his lead, Timon crossed Becher's Brook, Cathal and Manifesto being second and third, the three being some distance in front of the main body. Before jumping Valentine's Brook Manifesto took up the running, Cathal lying third, and at this point Timon headed Manifesto again till the race-course was reached, and there Cathal was beaten. Timon fell at the second fence from home and Cathal at the last obstacle. At the last fence Manifesto led a long way clear of Filbert, and won by twenty lengths, a head between second and third. The time was 9 minutes 49 seconds, and nine only of the competitors escaped falling.

## 1898

| | | |
|---|---|---|
| Mr. C. G. M. Adam's "Drogheda," 6 yrs., 10 st. 12 lb. | Gourley | 1 |
| ,, R. Ward's "Cathal," aged, 11 st. 5 lb. | Owner | 2 |
| ,, F. D. Leyland's "Gauntlet," aged, 10 st. 13 lb. | W. Taylor | 3 |

Twenty-five started. Betting:—25 to 1 Drogheda; 7 to 1 Cathal; 100 to 12 Gauntlet.

The field included The Soarer, Grudon, Prince Albert, Ford of Fyne, Nepcote, Swanshot, Dead Level, Barcalwhey, Athelfrith, Greenhill, Surplice, Kingsworthy, Sheriff Hutton, Cruiskeen II., Filbert, Barsac, St. George, Little Joe, Hob-nob, Electric Spark, Cushalee Mavourneen, and Hall In.



A STEEPLE-CHASE. PLATE VI. DRAWN BY H. ALKEN.

The weather this year was extremely uncomfortable, squalls and sleet alternating with sunshine in the earlier part of the day. As the time, however, for the race drew near the weather cleared somewhat, and the sun shone out, but before the flag fell snow came on thickly enough. As the race progressed it grew thicker and thicker, and, in fact, it was so dense that the colours of the different riders could not be distinguished by the canal side, while during the second time round the storm was simply blinding. Greenhill made the running and showed the way to the first fence, where Surplice and Sheriff Hutton came to grief, their example being speedily followed by Hob-nob. When Becher's Brook was reached Greenhill was still leading, but Barcalwhey came down at the first obstacle in the straight, and The Soarer added to the list of casualties soon afterwards. During the second time round, however, Greenhill was headed by Nepcote, who in turn gave way to Drogheda, Ford of Fyne, Dead Level, and Gauntlet. Two fences from home Drogheda and Ford of Fyne were leading, but soon afterwards Ford of Fyne yielded second place to Cathal, who, however, failed to reach Drogheda, who won by three lengths, four lengths separating second and third.

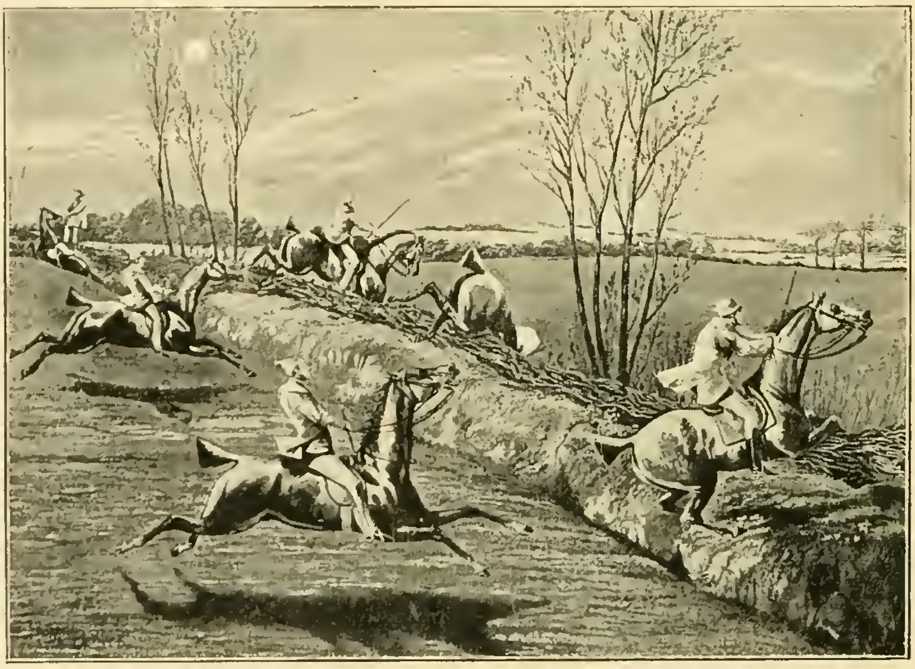
## 1899

| | | |
|---|---|---|
| Mr. J. G. Bulteel's "Manifesto," aged, 12 st. 7 lb. . . . . . . . . . . . | G. Williamson | 1 |
| Major J. A. Orr Ewing's "Ford of Fyne," aged, 10 st. 10 lb. . . . . . . . | E. Matthews . | 2 |
| Mr. A. Blyth's "Elliman," aged, 10 st. 1 lb. . . . . . . . . . . . . . . | Piggott . . . | 3 |

Nineteen started. Betting:—5 to 1 Manifesto; 40 to 1 Ford of Fyne; 20 to 1 Elliman.

The unplaced horses included Gentle Ida, Xebec, The Sapper, Dead Level, Mum (the Prince of Wales's), Ambush II., Trade Mark, Pistache, Barsac, Lotus Lily, Fairy Queen, Electric Spark, Sheriff Hutton, Whiteboy II., Little Norton, and Corner.

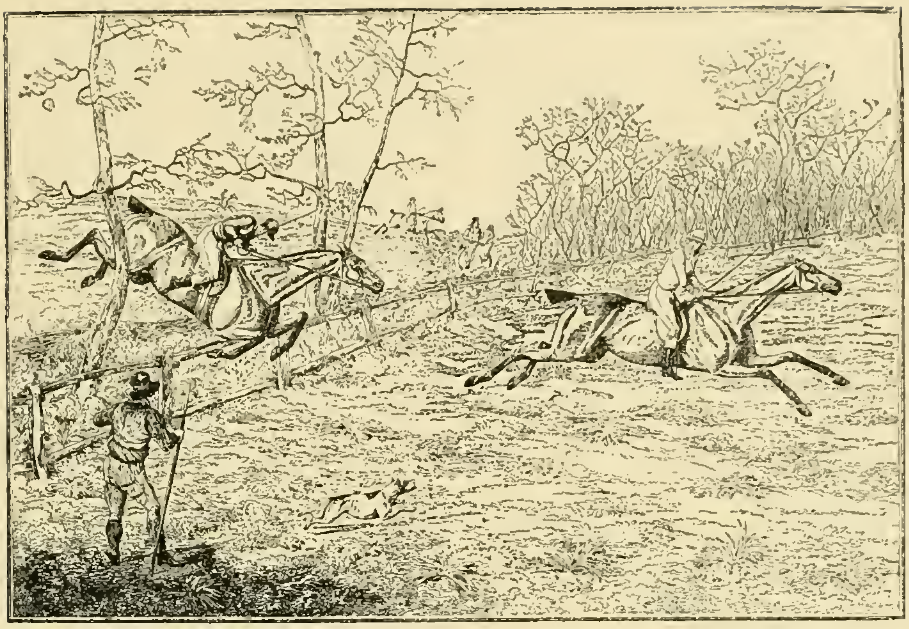
Sheriff Hutton jumped off at once on the fall of the flag, but, on settling down, Corner galloped to the front and led the way over the second fence, where The Sapper came down heavily. After crossing Valentine's Brook, Mum went on with the running, Gentle Ida falling at that obstacle. The second time round Barsac led for a short distance, with Manifesto lying behind; but three fences from home Manifesto took the lead and won amid great cheering by five lengths, two lengths between second and third. Drogheda, who won in the preceding year, was unable to start owing to a strained hock, and it may be mentioned that the French competitor, Pistache, who scored five victories in the preceding season under a professional in her native country, was on this occasion ridden by her owner, Count de Geloes.



THE FIRST STEEPLECHASE ON RECORD

# CHAPTER V

# THE GRAND NATIONAL HUNT STEEPLECHASE



COVERING A STRONG BULLOCK-FENCE—DOWN FOR A HUNDRED WITHOUT ANY ODDS ON WHITE

# CHAPTER V

## THE GRAND NATIONAL HUNT STEEPLECHASE

REGULARLY organised annual meetings were, as we have seen, the outcome of Coleman's St. Albans venture, and between 1839 and 1859 the regular steeplechase horse effectually established himself in cross country contests to the total exclusion of the "cock-tail" and every horse which could even by courtesy be termed a "hunter." In the late "fifties" and early "sixties," when a spirited correspondence on steeplechasing was going on, the "thirties" were referred to as being the golden age of steeplechasing, and the decadence of the sport was attributed to light-weight handicapping, which, it was alleged, tended to the keeping in training of a set of weeds useful only for betting purposes. It was thought, therefore, that something might be accomplished towards establishing one race, at least, which should be free from the objections urged against ordinary steeplechasing.

Among those who did their best to resuscitate steeplechasing was Mr. Fothergill Rowlands, known as "Fog" Rowlands to his intimates. He was brought up as a medical man, and for a few years was engaged in active practice, but even then he would steal away as often as possible for a day's hunting or to ride in a steeplechase or hunters' race, and in the saddle over a country he was reputed to be second to Lord Wilton only. He soon gave up practice, however, and in the year 1844 we find him riding a horse called Newport in the open race at Abergavenny, but he was chiefly known in connection with his own mare Medora.

After a time Mr. Rowlands, whose success with unruly horses was marvellous, turned his attention to superintending the training of horses belonging to his friends. The Prince of Wales sent his Arab Alep to him in 1875 or 1876, and he also trained for the Duke of Hamilton, Lord Stamford, and Sir John Astley, among others. He died on Easter Day, 1878, from gout and dropsy.

About 1857 or 1858 it occurred to several people, Mr. Fothergill Rowlands amongst the number, that something should be done to encourage farmers to breed high-class horses, and that some step should be taken to found a steeplechase in which *bona fide* hunters only should compete, and it was hoped that farmers and hunting men would ride; so Mr. Fothergill Rowlands and his friends addressed themselves to the task of carrying out the idea, and sought subscriptions towards providing a liberal stake. The different Hunts were asked to subscribe; but the project met with scant support, some people declaring that as hurdle and flat race-horses could, under the conditions, run, it could be no hunters' race. To this Mr. Rowlands retorted that if the objectors had shown confidence in the management, and waited to see what kind of course was selected, they would have discovered that the flat racer and hurdle jumper were virtually disqualified, as nothing but a hunter would be able to jump the country. Then with the exception of the Vale of White Horse, not a single Hunt, Mr. Rowlands declared, made a contribution;[1] others declined to subscribe upon the plea that they did not approve of steeplechases. The experimental race took place at Market Harborough in 1859, the added money, £250, being guaranteed by Mr. Fothergill Rowlands and some friends, who had to put their hands into their pockets to make up the amount.

## 1860

By this time plans had matured, and there took place at Market Harborough what is given in the Steeplechase Calendar as the first Grand National Hunt Steeplechase. On this occasion the Hunts appear to have come to the fore with their contributions and the race was a great success. The subscribing Hunts were: the Duke of Beaufort's, Lord Stamford's, Lord Fitzwilliam's, Lord Dacre's, Lord Tredegar's, Mr. Drake's, The Monmouthshire, Hertfordshire, Oakley, Cambridgeshire, Heythrop, and both Warwickshire packs. The conditions were:—

Grand National Hunt Steeplechase of 10 sovereigns each, with 500 added; for horses that have never won before the day of starting. Twelve stone each. Four miles.

| | | |
|---|---|---|
| Mr. B. J. Angell's b. h. "Bridegroom," aged, . . . . . . . . . . . | Mr. Burton . | 1 |
| ,, C. Symonds' "The Freshman," . . | ,, Langton . | 2 |
| ,, Garden's "Liberator," aged, . . . | ,, Goodman | 3 |
| ,, Briscoe's "The Nigger," . . . . | ,, Edwards . | 4 |
| ,, F. Rowlands' "Medora," aged, . . | ,, George . | 5 |

The competitors numbered thirty-one. Betting:—5 to 1 Bridegroom; 10 to 1 The Freshman; 12 to 1 Liberator.

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[1] Mr. Charles Edward Prince subsequently wrote to say that he, on behalf of Lord Dacre's Hunt (the Old Berkeley), sent £10, and that "though the fox was found at once, he had not time to break before the money was collected."

There was an enormous attendance, among those present being Lord Stamford.

The issue of the race was never in doubt, as Bridegroom held a good position throughout and at last won in a canter by about twenty lengths. The race was held in conjunction with the Northamptonshire, Leicestershire, and Atherstone Hunt Meeting at Market Harborough, the stewards being the Dukes of Beaufort and Manchester, the Earls of Stamford and Warrington, and Scarborough, Lords Dacre and Tredegar, Sir Watkin Wynn, and Messrs. George Lane Fox, T. T. Drake, W. R. Stratton, W. W. Tailby and W. R. H. Powell, while Mr. Marshall of Northampton, who gave his services gratuitously, selected and secured the line of country and was clerk of the course.

Mr. Angell, the owner of this year's winner, died in London on Tuesday, 12th May 1874, at the early age of forty-four. Mr. Angell was more prominently distinguished as a sportsman by his "lead" in reviving the taste for the road, having at the outset helped to horse the Brighton coach, and afterwards working one on his own account to Guildford. He also took a prominent part in getting the steeplechase rules, as originally drawn out, duly authorised; and he himself won the Liverpool with Alcibiade, a horse which was placed third to Laughingstock and Citadel in the Manchester show ring on the day on which his owner died. Mr. Angell, commonly called "Cherry Angell" from the colour of his jacket (at Eton he was known as "Cherubim"), was a good sportsman, went everywhere and saw everything.

## 1861

This year there were two Grand National Hunt Steeplechases, one at Cheltenham, the other at Market

Harborough; but the whole affair seems to have been in a very confused state; and neither race was anything more than a qualified success. Mr. Fothergill Rowlands would appear to have taken part in promoting the race at Cheltenham, because in a letter he wrote to the Press in December 1860, "after noting the fact that local horses had at Market Harborough enjoyed a great advantage over the ridge and furrow," he said that in selecting Cheltenham he had, "thanks to a most popular nobleman resident in the neighbourhood," not only secured a good line of country, but also a contribution of £100 from Mr. Colemore's Hunt (the Cotswold); he again invited subscriptions which were to be sent to the Secretary, G. N. H. Steeplechase, Cheltenham. The original course was on the land in the occupation of a Mr. John Newman, but, when it came to settling terms, that gentleman asked £100 as the price of running over his ground, and as the stewards deemed the charge exorbitant, the line was changed, Lord Ellenborough's tenants, Mr. Gaskins, Mr. Reed, and Mr. Roberts, having agreed to grant the use of their fields upon the conditions that, after the steeplechases were over, they should be paid a sum which should just suffice to cover any damage they might have sustained, Mr. James Villar being the assessor. This course was about two miles and a half from Cheltenham, and under the lee of Cleve Hill.

On this occasion the Grand National Hunt Steeplechase was run in conjunction with the Grand Military meeting.[1] The stewards were the Duke of Beaufort, Lord Stamford, Lord Tredegar, Colonel F. G. F. Berkeley, Captain W. H. (afterwards Earl) Poulett, and Mr. Cregoe Colemore, master of the Cotswold Hounds; the ground was kept by the Cotswold Hunt staff, but the whole affair was in great contrast to the race of 1860.

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[1] See separate Chapter for Military Steeplechases.

The horses carried twelve stone each, the distance was four miles, the added money was no more than £190, and there were nine starters only.

The placed horses were :—

| | | |
|---|---|---|
| Mr. C. Symonds' "The Freshman," . . | Mr. Edwards | 1 |
| Viscount Talon's "Laudanum." . . . . | Owner . . | 2 |
| Mr. E. Vaughan's "Ebony," . . . . . | Mr. Thomas | 3 |

Six others started. Betting :—Even on The Freshman; 6 to 1 each against Laudanum and Ebony.

The Freshman was second at Market Harborough in the previous year, and after leading past the stand the first time round, he, Laudanum, and Ebony had the race pretty much to themselves. Towards the finish, Mr. Symonds' horse blundered and the mistake enabled Laudanum to lead for a short distance, but two fences from home the last named was third, The Freshman and Ebony being side by side, the latter jumping first into the winning field. The Oxford horse, however, had the foot of his opponent on the flat, and eventually won rather easily by four lengths. Later in the day The Freshman won the Cheltenham Grand Annual Steeplechase.

About a week later, that is to say at the beginning of April, a Grand National Hunt Steeplechase took place at Market Harborough, the stewards being Lords Stamford, Cardigan, Hopetoun, and Carlyon, the Hons. C. Cust and F. W. C. Villiers, and Messrs. W. S. Crawfurd and W. W. Tailby.

The Steeplechase Calendar, taking no official notice of the Cheltenham race, tabulates this contest as the third Grand National Hunt Steeplechase; but from all accounts it was in every way vastly inferior to the Cheltenham event. Welshers were very much in evidence in the stand and they carried away a good deal of money. "One of the stewards of 1861" wrote in *Bell's Life* of the 30th December 1860 that the next

Grand National Hunt Steeplechase would take place at Market Harborough; and he added "there being a similar race at Cheltenham in no way interferes with it. The only change will be in the management." This was a steeplechase of 10 sovereigns each, with 300 added, for horses that never won a steeplechase, hurdle, or flat race, or started in a handicap steeplechase. Four-year-olds, 11 st. 7 lbs.; five, 12 stone; all others 12 st. 7 lbs.

| | | |
|---|---|---|
| Mr. B. J. Angell's "Queensferry," 5 yrs., . | Mr. Burton . | 1 |
| ,, J. Bennett's "Limner," 6 yrs., . . . | Capt. Barclay | 2 |
| ,, F. Duff ns "Socks," . . . . . . . | Mr. Walker . | 3 |

Fourteen others started. Betting:—3 to 1 Queensferry.

It will thus be seen that Mr. "Cherry" Angell for the second time won the race; and a precious hollow win it was, as after the first mile had been covered it was any odds on Queensferry as long as she stood up, and she won by about thirty lengths. The racehorse duty was demanded we are told.

## 1862

The race this year had no more than £100 added to the sweepstakes of 10 sovereigns each. Ten horses ran, the first three being:—

| | | |
|---|---|---|
| Mr. F. Oldaker's "Fidget," 12 st. 7 lb. . | Mr. Skipworth | 1 |
| ,, Handley's "Proceed," 13 st. (7 lb. extra) . . . . . . . . . . . | ,, Thomas . | 2 |
| ,, S. S. Burton's "Green Drake," 12 st. 7 lb. . . . . . . . . . . . | ,, Holyoake | 3 |

Betting:—4 to 1 Fidget; 3 to 1 Proceed.

Fidget simply cantered away from the rest and won by a field.

The Leicestershire folk were not very well pleased at the race being taken out of their country, but on this occasion the executive resolved to fix upon a new site, and the course near Luton, about three miles from Rugby, was easier of access than was Market Harborough. Moreover, the Rugbeians did their duty to the meeting by immediately raising the sum of £400; the new course, however, was of curious, serpentine shape, and the riders were from first to last wheeling right and left, and making somewhat sharp turns. The fences are said not to have been very formidable, which was perhaps just as well, for the course was like a quagmire, and it was with difficulty that the winner reached home, though curiously enough all the horses managed to jump the brook, which had to be taken both ways. There were about ten or twelve thousand people present, and from the stand a very good view of the racing could have been obtained had it not been for the number of horsemen who were permitted to gallop all over the place. The race was started an hour late, and Green Drake, by running third, won for his owner the £25 he had betted on his getting a place.

Mr. Skipworth, who rode the winner, was the son of the well-known sportsman and hard rider, Captain Skipworth, whose many victorious rides on Gaylad and other famous horses are still talked of in Lincolnshire; he was brought up in a good school, and in the hunting-field and on the race-course was a finished horseman.

Fidget was a mare bred by his uncle, Mr. George Skipworth (one of the most prominent sportsmen of his day, and a great friend of the famous Will Smith, who was killed at Barnetby), and was owned by the late Mr. Fitz Oldaker. Fidget was a very hot-tempered mare and took some handling, and she had a knack of going off at her own will and pleasure occasionally. When Mr. Skipworth met her on the road to the course he was surprised and horrified to see an arrangement of several bits in her mouth, "as much iron as would stock a blacksmith's shop."

"Take that bridle off, and put a plain snaffle on" were the first words he spoke. "You can't ride her in a snaffle, sir," said the groom. "I won't ride her in anything else," was Mr. Skipworth's reply, and in the snaffle he handled the mare over a very big country.

Mr. Skipworth, who was a fine judge of a horse, died on Tuesday, the 7th of December 1897. He was hunting with the Holderness Hounds; his horse fell with him on the road, and when assistance arrived he was found to be dead. He was fifty-five years of age.

## 1863

The race of this year entered upon a new phase and another step was taken by founding the Grand National Hunt Committee, a body which had been suggested in the *Field* newspaper a year or two before, and in accordance with another suggestion made by that journal it was resolved to hold the race at a different place in each year.

Though the race was to be a peripatetic function, there was no harm in the newly established authority once more fixing upon Market Harborough, where three races had already been held, as for that reason arrangements could be the more easily made. Considering the *éclat* attaching to the new body it was looked at as a foregone conclusion that the first steeplechase under the new management would be a great success; and when out of forty-three entries there were thirty-four acceptances, it was thought that at least a fair field would be found at the post, yet five owners only thought fit to run their horses. The line of country was nearly the same as that previously selected in 1860, but in order to get rid of some of the worst ridge and furrow fields, a slight change was made for the better in one part of the course. The fences were very formidable and the water jump opposite the stand was sixteen feet clear, and as there had been no rain for some time, and the clay from the brook had been thrown up on the landing side, the ground there, as elsewhere on the course, was as hard as a paving-stone.

The conditions were 25 sovereigns each for maiden horses ridden by gentlemen or farmers. About four miles.

Mr. F. H. W. G. Calthorpe's "Socks," aged, 12 st. 10 lb. . . . . . . Mr. Goodman 1
,, B. J. Angell ns "Cheviot," 6 yrs., 12 st. 10 lb. . . . . . . . . . ,, Bevill . 2

Measham, Lady Florence, and Jump Away also started. The betting was 2 to 1 against Cheviot, 5 to 2 against Measham, and 4 to 1 each against Socks and Lady Florence. Jump Away was so far behind by the time the brook was reached that Mr. Edwards pulled up, while Lady Florence and Measham fell, leaving but two horses in the race. For a good deal of the way Cheviot and Socks raced against each other, taking the lead alternately, and after making the turn for home Cheviot held a slight advantage to the last hurdles where Socks drew up, and after shaking off his solitary opponent, won by four lengths. Although Socks had a price in the betting he ran practically unbacked, and when people saw him they were not pleased, as he was a common, mean-looking horse; he had no pedigree, and on the only occasion of his starting in a steeplechase (Rugby in 1862) he tumbled down early in the race. People said that he had bad forelegs which would not stand over the stiff course and hard ground. The sequel, however, showed that the critics were all mistaken. In the able hands of Mr. Alec Goodman, he never put a foot wrong at any of the big fences; he was taken along at a good pace; he moved as easily as he would have galloped over Newmarket Heath, and pulled up as sound as a bell after passing the winning post.

At this meeting the Committee organised The Great Corinthian Cup of £200 added to a sweepstakes of £30 each, but with a proviso that the added money would be withdrawn if six horses did not start. When the conditions were drawn up the management little thought that the above clause would so soon come into effect, but five horses only went to the post, the winner being Mr. John Goodliffe's The Czar, ridden by Mr. A. Goodman, Lord Tredegar naming the second, which was Penarth, ridden by George Holman.

## 1864

Some time prior to the race a circular was issued to the Masters of Hounds in England, which, after stating that the demand for high-class hunters exceeded the supply, pointed out that in Ireland, the breeding-ground of our best hunters, a prize of £300 was given by the different Hunts to be run for in a steeplechase at Punchestown, and that most of the horses taken there in 1863 by breeders changed hands, many of them being bought for England. The success of that scheme prompted its imitation in England, and it was resolved not only to add yearly a good sum of money to the steeplechase, but to admit farmers' horses at half the entry fee and to grant them a weight allowance of 5 lbs. The Prince of Wales headed a subscription list with £10, and Masters of Hounds were asked to appoint one or more persons in their respective Hunts to collect small sums from hunting men.

There was this year a capital field of twenty-eight horses, and the race is of course memorable from the fact that it was first run under the *ægis* of what was then called the Grand National Hunt Committee when that body had quite settled down. It was hoped at the time that the steeplechase of 1864 would be the first of a series which should be in their entirety as successful as was the first in entries, fashion, and weather, but it was not to be, and there is no gainsaying the fact that the race had fallen from its once high estate. The placed horses were:—

| | | |
|---|---|---|
| Mr. T. Behren's "Game Chicken," aged, 12 st. 7 lb. | Capt. Smith | 1 |
| ,, Sheward's "Sir Stephen," 6 yrs., 12 st. 7 lb. | Mr. G. Walker | 2 |
| Capt. Williams' "Crusade," 5 yrs., 11 st. 2 lb. | Capt. Tempest | 3 |

Betting:—20 to 1 Game Chicken; 6 to 1 Sir Stephen.

Mr. E. Studd's Lord George was ridden by Mr. Canney, a gentleman who was both deaf and dumb. He was killed early in May 1866 while riding Mr. Stoddart's horse Whipper in the Foxhunter's Stakes at Scariff steeplechases. His mount fell at the third fence, and later on chested a bank and rolled over his rider, who did not at the time appear to be seriously hurt. Towards evening, however, he made signs to his companions that he was suffering internal pain. A medical man was at once sent for, but Mr. Canney died next morning. The chances of Lord George's stable companion Cooksboro' were so little thought of that he started at 100 to 3. There was a tedious delay in weighing out, but when the horses once started Lord George went to the front, followed by Cooksboro', Crusade, White-faced Jack, and Game Chicken. The somewhat formidable water jump was cleared by all the placed horses as well as by others without mishap, but several came down at it, and loose horses were soon running about in all directions. Lord George's jockey took a liberty with some of the other riders by pulling across a couple of horses so suddenly that they were seriously inconvenienced, but it was perhaps due to the fact that Lord George was rather a handful for his jockey, and, when making the bend for home, he put his head up and bolted away to the right, running some distance before he could be stopped. Towards the end of the race Sir Robert, followed by Sir Stephen, Princess Royal, Game Chicken, and Cooksboro' were prominent; but Mr. Bevill sustained a fall with Princess Royal through his mount colliding with a loose horse. As the others crossed a ploughed field to the water jump for the last time Cooksboro' appeared full of running, and when half way across the last field his rider, Mr. Loton, took him to the front, and eventually won in a canter by five lengths, a length separating second and third.

After the race, however, Mr. Behrens, the owner of the second horse, lodged an objection against the winner on the ground of Mr. Loton not being qualified according to the conditions of the race. The case was referred to the stewards of the Jockey Club, who decided against Mr. Loton on the ground of his having ridden for hire. Cooksboro' therefore was disqualified, and Game Chicken, who came in second, claimed the stakes.

## 1865

This year the Grand National Hunt moved to Yorkshire, the course being at Wetherby Ings, over land belonging to Lord Londesborough, and where, according to tradition, the Emperor Severus raced real Arabs in the dim past. The fences, forty-four in number, were quite big enough to test the powers of a hunter without being in any way unfair.

There was a capital field of twenty-nine, and the placed horses were :—

| | | |
|---|---|---|
| Mr. H. Chaplin's b. g. " Emperor," aged, 12 st. 10 lb. | Mr. A. Goodman | 1 |
| ,, Studd's " Lord George," aged, 12 st. 10 lb. | ,, Lawrence | 2 |
| ,, F. Calthorpe's " Mount Gifford," 6 yrs., 12 st. 6 lb. | ,, Coleman | 3 |

Betting :—5 to 1 each against Mount Gifford and Lord George; 20 to 1 against Emperor.

The starting-machine was not in this year dreamed of in England, or there might have been call for it, seeing that Mr. Craven, who officiated as starter, could not drop his flag until more than one hour after the appointed time. The first fence brought down Sporting Life, who chanced it, and Chorister who was lying close in his wake, while Mount Gifford came down heavily at the second fence, and Caledonian sustained an injury to the shoulder by falling near the stand. After two miles (half the course) had been covered the field tailed terribly, and not more than about a dozen were in the race, and this number was reduced by the falling of Liburian and The Drone, both of them as well as Chorister going on riderless and afterwards knocking over Cock Robin. Lord George took the lead at the water in front of the stand, but as the horses approached the turning flag Brother to Patience raced up to the leader and appeared like holding his own, but he quickly stopped, his rider having broken his offside stirrup leather. A little further on the race was confined to Cooksboro', Lord George, Emperor, and Mount Gifford, the latter going to the front in a piece of seeds near the finish, after which Mount Gifford and Emperor, racing side by side, drew up to Lord George, and at the last jump Emperor gained a slight advantage and eventually won by three lengths, a length dividing second and third. The time was given as 8 minutes 33½ seconds for the four miles, though it is probably incorrect, while the sum of £640 was taken at the gates.

## 1866

From Yorkshire the executive moved to West Somerset, joining in with the meeting held about two miles and a half from Crewkerne, not far from the village of Haselbury on the Portman Estate. The West Somerset races had been held on the same course in 1865, on which occasion a horse called Sir Patrick O'Plenipo, belonging to Sir Henry Hoare, broke its back in the first race at a drop fence. Experts said that there was nothing unfair about the fence; but as others entertained a contrary opinion, and as there was a great fuss made over the accident, the obstacle was done away with on the present occasion. With the exception of two fields the course was all grass; there were two or three banks, a few fences with slight drops on the landing side, and a couple of thirteen feet water jumps with good take-off and landing. The course presented no great difficulty, and was on the whole well chosen. The telegraph was favourably commented on, the numbers being in red and the riders' names in black. The horses, however, with one or two exceptions, were rather indifferent in point of appearance, and their running was about on a par with their looks.

The race resulted thus:—

| | | |
|---|---|---|
| Mr. Studd's br. h. "Shangarry" (h.-b.), 5 yrs., 12 st. . . . . . . . | Mr. A. Goodman | 1 |
| ,, Yate Hunt's ch. g. "Golden Drop," aged, 12 st. 10 lb. . . . . . . | ,, Lawrence . | 2 |
| ,, Bidgood's b. f. "Helice," 4 yrs., 10 st. 10 lb. . . . . . . . . | ,, Bidgood . | 3 |

There were fourteen other starters—seventeen in all. Betting:—6 to 5 against Shangarry; 10 to 1 Golden Drop; 20 to 1 Helice.

After a capital start Wilverley and Golden Drop went on side by side; but after the first brook The Drone and Milford headed the other pair. All jumped the second brook in good style, and everything went well until the horses reached a bank on the hill, where there was much grief, The Drone, Nimrod, Black Drake, Forester, Tom Moody, Brunswick, and Coleman being all down in a heap, though happily neither man nor horse suffered any serious injury. From that point the race was hardly even a match between Shangarry and Golden Drop, for on reaching the last fence Shangarry went away and won in a hack canter by any number of lengths. The crowd then broke into the course and so incommoded the horses that Helice nearly lost third place, beating Milford by no more than half a length. Of the horses taking place in the above race Helice afterwards attained some fame as a steeplechaser, running at a great number of meetings round London and over other courses as well.

## 1867

This year the Grand National Hunt Committee found at Clapham Park, within two miles of Bedford, a course almost ready made to their hands. The Oakley Steeplechases had been usually run there, and everything was in order. The country was entirely grass, with fences made not to be galloped over by half-schooled horses, but to be jumped by hunters. It will be seen under 1865 that there were forty-four fences at Wetherby, whereas at Bedford there were but thirty-two in all, and two of them were flights of hurdles. The first fence was perhaps open to some objection as being too stiff, for although the hedge was no more than three feet and a half high, there was a very wide ditch in front of it, open, of course, without guard rails or hurdles, after the fashion of the time. Then at the back of the stand, after a rather awkward ditch and wattle, came a double post and rail, the second rail being rather higher than the first. The water jump was fairly big and it came within three-quarters of a mile of the finish, and there was a stiff quarter of a mile uphill at the end of the course. In the main the going was excellent, but the land was rather holding in places.

Mr. H. Chaplin's "Emperor III.," 6 yrs., 12 st. 6 lb. . . . . . . Mr. H. Coventry 1
„ Calthorpe's "General Williams," 6 yrs., 12 st. 6 lb. . . . . . . „ A. Goodman 2
„ Bidgood's "Gelert," 4 yrs., 10 st. 10 lb. . . . . . . . . . . . Owner . . . . 3

Sixteen started. Betting:—6 to 1 against Emperor III.; 10 to 1 against General Williams.

All the horses but Stoneham jumped the formidable first fence. Thorganby and Small Talk came down at the next obstacle, the last-named horse, going on riderless and jumping the next fence ahead of Sensation, swerved on landing, sending Mr. Thomas, who was riding Sensation, clean out of the saddle, in which scrimmage his ankle was hurt, as both horses fell heavily. Mayflower, who had taken the lead at starting, kept in front for some distance, Hippolyte meantime coming down heavily, and after the posts and rails the pace, which had been fast, became slower. Mayflower cleared the made fence in the bottom about half a length in advance of Yarborough, Father O'Leary, Emperor III., and General Williams, then running so close together up the hill that the proverbial sheet would have covered them. Three-quarters of a mile from home Mayflower began to tire and was soon after headed by Yarborough, who was in turn passed by General Williams, at whose girths were Emperor III. and Father O'Leary, the three jumping the water nearly abreast, but Father O'Leary taking off too soon jumped short and came down, while Mayflower, blundering on landing, threw the reins over her head and was at once out of the race. At the last fence of all Emperor III. and General Williams were side by side, but the former was the quicker away of the two after landing, and gradually drawing out won with something in hand by half-a-dozen lengths; a bad third.

## 1868

The Grand National Hunt Committee this year broke through one of their rules, viz., that which provided that the Grand National Hunt Steeplechase should take place over a different course every year, as, for the second year in succession, it took place at Bedford.

| | | |
|---|---|---|
| Mr. S. J. Welfitt's "Tathwell," 6 yrs., 12 st. 6 lb. . . . . . . . . . . . | Mr. Brockton | 1 |
| Lord Poulett's "Father O'Leary," aged, 12 st. 10 lb. . . . . . . . . . | ,, Edwards | 2 |
| Mr. F. Toynbee's "Daniel O'Rourke," aged, 12 st. 10 lb. . . . . . . . | Capt. Smith . | 3 |

Four others started. Betting:—4 to 1 Tathwell; 5 to 2 Father O'Leary; 5 to 1 Daniel O'Rourke.

Joseph was first away, followed by Daniel O'Rourke, and on rising the hill the field spread out. Tathwell was first over the water, while Reginald refused and eventually fell into the water, and on being re-mounted refused at the next fence. Daniel O'Rourke presently reached the leader, though on rounding the flag at the bottom turn Mr. Brockton, keeping to the left, once more held a clear lead until reaching the enclosures, where Blairquorn held the lead for a short distance, but gave way on entering the straight, from which point Tathwell kept well in advance and won easily by six lengths, four lengths dividing second and third.

## 1869

There was no race this year. Wetherby would have been the place visited, as in 1865; but in consequence of the terrible tragedy in the York and Ainsty country whereby Sir Charles Slingsby, Charles Orvis, and others lost their lives, the fixture was abandoned.

## 1870

From some points of view no better course could have been found than that at Cottenham in Cambridgeshire, where the steeplechase was held this year. It was a course as level as a billiard-table, there was no ridge and furrow, no heavy plough, seeds, or turnips; it was a good hunting course, and the most difficult fences in it were the water jump, the fences following it, and the posts and rails. There were those, however, who thought that in selecting Cottenham the Grand National Hunt Committee had not exercised a wise choice, as they were of opinion that a race of this kind, primarily intended for horses which were not ordinary steeplechasers, should have been run over a severer track; though the critics were probably not riding men.

Considerable *éclat* was given to the meeting by the presence of the Prince and Princess of Wales, who were the guests of the Duke and Duchess of Manchester at Kimbolton.

The placed horses were :—

| | | |
|---|---|---|
| Mr. H. Chaplin's "Schiedam," 5 yrs., 11 st. 8 lb. . . . . . . . | Mr. J. M. Richardson | 1 |
| ,, W. R. H. Powell's "The Hart," 6 yrs., 12 st. 3 lb. . . . . | ,, Thomas . . . | 2 |
| ,, W. Wilson's "Tom," aged, 12 st. 3 lb. . . . . . . . . . | ,, E. P. Wilson . | 3 |

Twelve others started. Betting :—4 to 1 Schiedam ; 7 to 1 Tinderbox ; 6 to 1 The Hart.

Tinderbox, who was the first away, came down at the drop fence in front of the stand, but was remounted and soon going again, until at the water jump he was only slightly behind Leaburn, who was then in front. At the post and rails Tinderbox had increased the lead he previously obtained to four lengths, but then The Hart and Leaburn drew into first and second places. On making the turn for home Schiedam came through his horses and won in a canter by five lengths from Tinderbox, half a length dividing second and third. Schiedam, as will have been noticed above, was ridden by Mr. J. M. Richardson, and was bred by Mr. Blenkiron at Middle Park. He was highly tried as a two-year-old, and this was one of the many facts seized upon to substantiate the argument that the Grand National Hunt Steeplechase had signally failed in its object, considering, as already noted, that it was to give a chance to the ordinary hunting man and farmer. Tinderbox, who started under protest and came in second, was disqualified.

## 1871

It was only in the fitness of things that the Grand National Hunt should visit Lincolnshire, one at least of the homes of horse and hound, and a county in which so many good hunters and sportsmen have been bred, so this year the steeplechase took place in the Burton country, near to Lord Monson's mansion, and almost under the shadow of the cathedral city. Except for three ploughed fields and a piece of seeds, the country was all grass, and the whole course was excellent going. The thirty fences were sufficiently formidable, but the hounds had crossed the line often enough with riders after them, so it may be inferred that there was nothing out of the way. Two of them were perhaps especially awkward; the third fence after passing the stand had a rather sharp turn, while the take off was low; the other rather difficult jump was the last before the run in. It was a stiff laid fence with rails, and what made it more difficult was that the horses would have to take off after breasting a rather trying hill, while if one touched this formidable obstacle a fall was almost a certainty.

Mr. Henry Chaplin befriended the local Committee to the best of his power, and when that body entertained the idea, owing to the heavy expenses incurred, of charging admission to the ground, Mr. Chaplin at once declined, saying that no poor man, if he could help it, should be excluded from participating in the sport, and that he would guarantee the Committee from all loss should any accrue. The Prince of Wales stayed at Blankey on the occasion, and for the second year in succession was present. The general idea was that the horses were a very poor collection, with scarcely a weight-carrying hunter amongst them, except perhaps Defence. The placed horses were :—

| | | |
|---|---|---|
| Mr. J. H. Houldsworth's "Daybreak," 5 yrs., 11 st. 8 lb. | Capt. Smith | 1 |
| ,, Smith's "Melton Mowbray," 5 yrs., 11 st. 7 lb. | Mr. G. Moore | 2 |
| ,, R. Walker's "Defence," 6 yrs., 12 st. 3 lb. | Owner | 3 |

Ten others started. Betting:—7 to 1 Daybreak; 25 to 1 Melton Mowbray; 2 to 1 Defence.

Defence made the running at a fast pace until he gave way to Luck's All on going up the hill, while Coquin came down at the stake-and-bound fence after cannoning against Franc Tireur. At the end of two miles Defence was on level terms with Luck's All, and then the pair led alternately for some distance until rounding the turn for home, where Luck's All obtained a decided lead to the lane at the foot of the hill where Defence was beaten. Just afterwards Melton Mowbray and Daybreak were galloping neck and neck to the last fence, and fifty yards from the finish Daybreak challenged and won an exciting race on the post by a head, Defence being four lengths behind, while no more than five passed the post.

## 1872

Owing to the exertions of Mr. Reginald Herbert, the present (1900) Master of the Monmouthshire Hounds, the Grand National Hunt Committee were induced to hold their steeplechase in connection with the Abergavenny and Monmouthshire meeting. The steeplechase this year, however, fell very flat. Mr. Herbert had invited six or seven of the members of the Committee to be his guests at Clytha, but none accepted, while it was said at the time that not a single member of the Committee went into Monmouthshire to second the Hon. F. C. Morgan and Mr. Herbert. There were but nine runners, and the race resulted as follows:—

| | | |
|---|---|---|
| Mr. J. Sankey's "Red Nob," 6 yrs., 12 st. 3 lb. . . . . . . . . | Capt. Holyoake | 1 |
| ,, Gilman's "Hinko," 5 yrs., 11 st. 8 lb. . . . . . . . . . . | Mr. Thomas . | 2 |
| ,, T. Turner's "Norton Manor," 6 yrs., 12 st. 3 lb. . . . . . . . . | ,, Newton . | 3 |

Betting:—3 to 1 each Red Nob and Hinko; 10 to 1 Norton Manor.

Count Horn was the first away, but Red Nob and Hinko were always in good positions, and when half the course was accomplished the race was virtually confined to the two last named and Norton Manor, the latter at one time having the lead. Then Hinko led to the top turn for home, where Red Nob drew up, went in front, and won by two lengths ; a bad third.

Mr. Reginald Herbert, mentioned above, is the eldest son of Mr. W. Herbert, of Clytha, Monmouthshire, and first cousin to Mr. John Herbert of Llanarth. He was born in 1841, and educated abroad. His first appearance in the pigskin was at Abergavenny, when he rode and won the Hunt Steeplechase upon his own horse. In 1865 he purchased Columbia, on which, although unsuccessful in the Liverpool of 1866, he rode and won the Hunt Cup at Abergavenny, and the mare followed up this success by winning the Cheltenham Open Steeplechase, beating L'Africaine, Cortolvin, and many others, which race the late Charles Boyce described as the fastest one he ever rode in. Mr. Herbert then added to his stud King Alfred, Comberton, and Stockinger, with all of which he has had extraordinary luck, having won on Stockinger himself no fewer than seven times out of eight. Mr. Herbert has also done equally good things with Comberton, a horse returned by the Duke of Hamilton as worthless, but whose subsequent victories under welter weights entitled him to be regarded as one of the best steeplechase horses in England at light weights. In 1866 Mr. Herbert married Miss Giffard of Chillington, daughter of the late Squire of Chillington, and niece of the ill-fated Jack Mytton.

## 1873

The Bristol country had been famous in the history of steeplechasing long before the Grand National Hunt thought of going there this year. The new course was situated in the parish of Knowle, on the Wells road, out of Bristol. The public were well cared for, and the accommodation for sightseers cost the Company something like £8000. It was a round course and every fence could be seen from the stand ; the horses ran from left to right, and there was a straight run in of something like six furlongs. It was objected that the fences, instead of being those of the Burton Lazas and Bedford patterns, were most of them made fences. Nevertheless it was not an easy course, many of the obstacles requiring a decidedly big jumper to get over them.

The Prince of Wales was again present, and in the course of the afternoon requested that Mr. Frail should be introduced to him, and that gentleman was much gratified on being complimented by the Prince on the success of the meeting. Mr. Frail, as those who knew him must be well aware, was nothing if not thorough, and while thanking His Royal Highness for his favour, expressed an earnest wish that for the next thousand years and more, his children's children would be on the throne of these realms, and all Fenians, Republicans, and Revolutionists utterly done for. The Prince laughed heartily at the speech, and shaking hands with Mr. Frail, echoed, at any rate, a portion of his wish. The placed horses were :—

| | | |
|---|---|---|
| Mr. Robertson's "Pickles," 6 yrs., 12 st. 10 lb. | Capt. Tempest | 1 |
| ,, Lynton's "Cardigan," 5 yrs., 12 st. 1 lb. | Mr. A. Yates | 2 |
| ,, E. Studd's "Patch," aged, 12 st. 10 lb. | Capt. Holyoake | 3 |

Ten others started. Betting :—100 to 15 Pickles ; 5 to 2 Cardigan.

At a very slow pace Greyleg made the running, but on settling down Pickles went in front, followed by Norton Manor. Soon afterwards Fan headed Pickles, who regained his position after passing the stand, and then at the last flight of hurdles Cardigan took the lead and appeared likely to win, but Pickles was not to be shaken off, and getting up in the last stride, after a fine race, won by a head ; a bad third.

## 1874

The National Hunt Committee made an excellent choice this year in fixing upon the eminently sporting course of Aylesbury as the scene of the Grand National Hunt Steeplechase. It was a course that, as will be seen on another page, was studded with steeplechase memories of forty years previously. Captain Becher on Vivian, after having formerly won a steeplechase at Northampton, carried off a cup at Aylesbury over a four-mile course over the best part of the Vale. This, however, was not over the Prebendal Farm course used by undergraduates for several years, and on this occasion by the National Hunt Committee. The course was not perhaps as big as it had been in the days of the "Aylesbury Aristocratic" meetings, for then the wide ditches which came on the taking-off side of the fences were not hurdled up as they were this year. Still Aylesbury was scarcely inferior to the best course which had been visited by the Committee. Against these formidable fences, however, over which generations of undergraduates had ridden without misgiving, the riders this year protested, and one heard a good deal about the big fences and the nasty course. Mr. Studd absolutely declined to run Glow-worm, Mr. Holman would not start Fashionable, and other owners took the same view of the situation, so twelve runners only competed for a race for which there were a hundred subscribers.

The farmers about Aylesbury are known to be excellent sportsmen, and on this occasion it occurred to several men who hunted from Leighton that an opportunity presented itself to show how much the keenness of the farmers was appreciated by giving a luncheon on each day. The late Hon. Robert Grimston and Mr. John Foy were the prime movers in the matter; a big marquee was erected, and, like the Mad Hatter's tea party, luncheon went on nearly all day. "They deserve everything we can do for them," said that good sportsman, Mr. Grimston, referring to the farmers.

The steeplechase resulted as follows:—

Mr. Vyner's "Lucellum" (bred in France),
5 yrs., 12 st. 1 lb. . . . . . . . Capt. Smith 1
,, A. Peel's "The Ballot," aged, 12 st.
10 lb. . . . . . . . . . . . . . Owner . . 2
,, T. Stevens, jun.'s "St. Domingo," 4 yrs.,
10 st. 10 lb. . . . . . . . . . . Mr. Thomas 3
Betting:—100 to 30 Lucellum; 100 to 1 St. Domingo.

A capital start took place, but after a field or two had been traversed, the pace materially diminished. Happy Land and Melton Mowbray collided and came to grief, while Melton Mowbray refused again at the posts and rails at the back of the stand, and at the following fence Happy Land came down and went on riderless. The Ballot and The Booby, side by side, cleared the water jump in advance, Lady Napier and Cracknell falling on landing. At the fence beyond the favourite rushed to the front, but on entering the straight the first time round gave way to Daddy Longlegs. By-and-by Captain Smith let Lucellum go and eventually won in a canter by ten lengths; The Ballot and St. Domingo were the only other competitors which passed the post. Captain Riddell unfortunately broke his collar-bone by the falling of Minster.

## 1875

Hitherto the Grand National Hunt Steeplechase, unless we except Bristol, which course was run by a Company, had been run over a natural course, but this year the Grand National Hunt Steeplechase was run in an enclosed ground, Sandown Park being the venue. With this new departure the character of the courses since run over have, with few exceptions, been quite different to those crossed in the earlier years, but now that regulation fences are *de rigueur* and the horses have to take them if they embark in the higher branches of steeplechasing, there is no harm in their being schooled over them from the very first. The placed horses were :—

| | | |
|---|---|---|
| Mr. Smyth's "Gazelle," 4 yrs., 10 st. 10 lb. . . . . . . . . . . . . | Mr. Flutter . | 1 |
| ,, Fordham's "Pilgrim," 4 yrs., 10 st. 10 lb. . . . . . . . . . . . . | ,, Crawshaw | 2 |
| ,, H. Behren's "Walloon," aged, 12 st. 10 lb. . . . . . . . . . . . . | Capt. Smith . | 3 |

Sixteen others started. Betting :—10 to 1 Gazelle ; 100 to 30 Pilgrim ; 10 to 1 Walloon.

Pilgrim made the running, Bushranger coming down at the second fence through over-jumping himself. Then Marquis of Ely took the lead as far as the water jump, where he fell, leaving King with the lead, of which he was deprived at the stand by Walloon and Pilgrim. Soon after entering the country for the second time, the issue of the race was confined to about half-a-dozen, and in the end Gazelle won by about twenty lengths, about the same distance dividing second and third.

## 1876

For the first time in the history of the Grand National Hunt, the steeplechase this year was taken to Scotland, it being run at the Bogside (Irvine) meeting. The course was about an hour's journey by rail from Glasgow; the turf was excellent, and the line if not phenomenally formidable was well adapted for testing the capacity of a hunter, while one or two of the fences were difficult enough. The course, which had a coal pit in the middle of it, was remarkable for the fact that the famous Lord Waterford once rode three winners in the same afternoon over it. Nine horses went to the post, and if quantity was lacking it was certainly made up for in quality, as perhaps a better looking lot of horses had never started for this race since its institution. The placed horses were:—

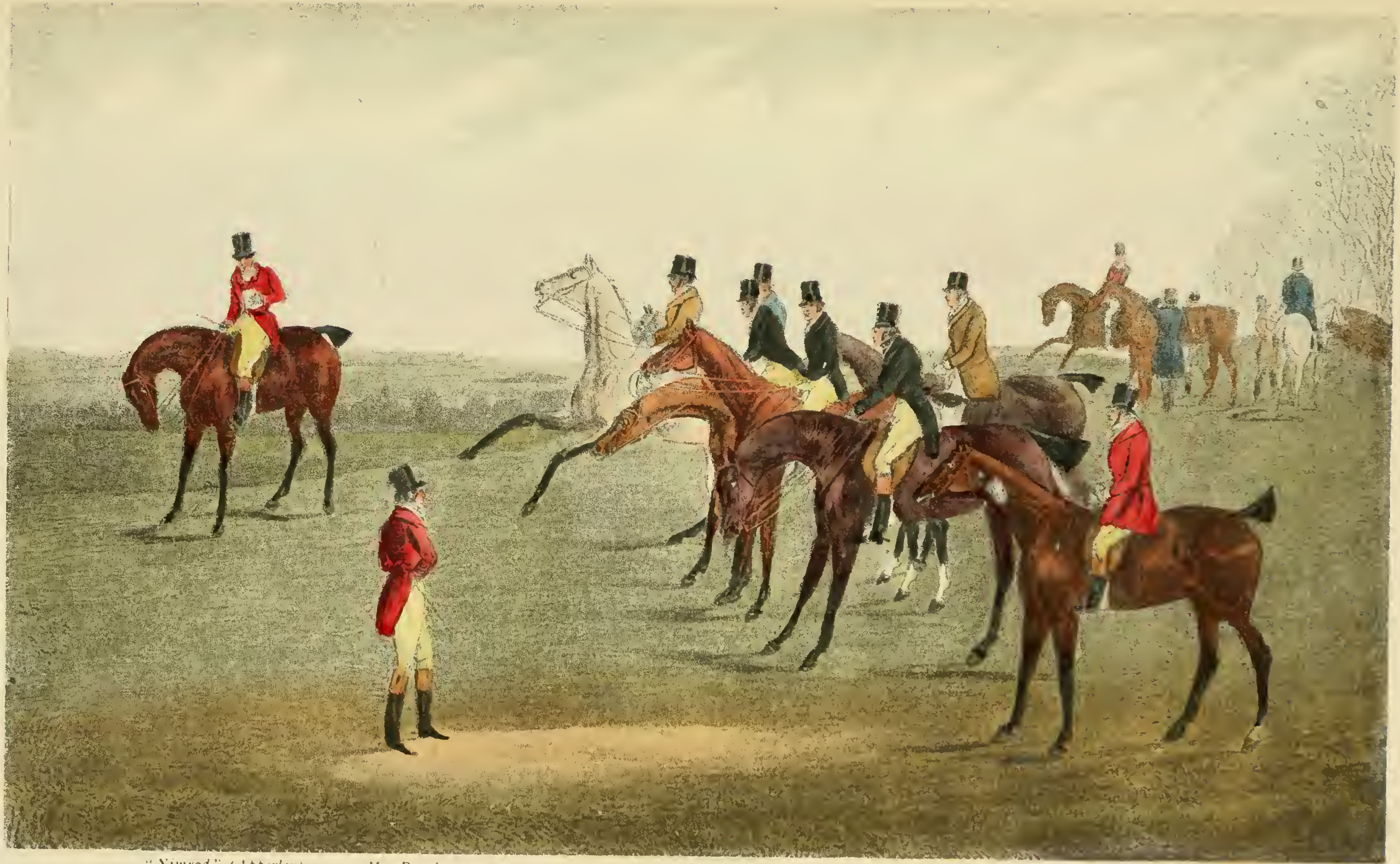
| | | |
|---|---|---|
| Mr. G. Ballard's "Burford," 5 yrs., 12 st. 1 lb. . . . . . . . | Lord M. Beresford | 1 |
| ,, J. M. Brooks's "Flying Birdcatcher," 4 yrs., 10 st. 10 lb. | Capt. Baldwin. . | 2 |
| ,, J. Jessop's "Boyne Water," 4 yrs., 10 st. 10 lb. . . . . | Mr. E. P. Wilson . | 3 |

Betting:—5 to 2 Burford; 10 to 1 Flying Birdcatcher; 6 to 4 Boyne Water.

Although Bellringer made the running, it was at a slow pace only, and eventually Bellringer came down, Captain Smith (his rider) breaking his collar-bone. Some distance from home Burford took the lead and won easily by a couple of lengths; a bad third.

## 1877

The Grand National Hunt Committee, for the second time in the history of the steeplechase, visited Cotten-


"Nimrod" (Apperley).
Mr. Barclay.

THE START.

GRAND LEICESTER STEEPLE-CHASE, 12 MAR., 1829. DRAWN BY H. ALKEN.

ham, but since the race was run over the course seven years previously sundry alterations had taken place. The course had really been reversed, the stands were moved to the opposite side, and the straight run in had been widened and lengthened. Plenty of people were present, and carriages lined the rails two deep, but the members of the Grand National Hunt Committee were somewhat conspicuous by their absence. The weather might have been better, and the going was perhaps a little heavy, but the fences had been made up with great care, yet, in spite of all attractions, half-a-dozen only out of the thirty-six on the card went to the post. The placed horses were :—

| | | |
|---|---|---|
| Duke of Hamilton's "The Bear," 4 yrs., 10 st. 10 lb. | Mr. E. P. Wilson | 1 |
| Captain Middleton's "Victory," 6 yrs., 12 st. 10 lb. | Owner | 2 |
| Mr. J. Goodliff's b. g. by Knight of Kars—Rosalba, 6 yrs., 12 st. 10 lb. | Mr. G. Moore | 3 |

Betting :—5 to 2 The Bear.

An indifferent start was made under the leadership of Flying Birdcatcher, The Bear acting as whipper-in. After passing the stand Flying Birdcatcher, Bounce, and the Rosalba gelding took the drop fence abreast, but soon afterwards Bounce's chance was gone. The Rosalba gelding was then leading, and The Bear had taken Bounce's place, but was jumping rather slowly, and steadily losing ground. When the stand was passed in the second time round, The Maze was lying second, and Flying Birdcatcher caused some trouble to his rider, but ultimately regained his lost ground. On entering the straight the Rosalba gelding began to drop back, and half a mile from home gave way to The Bear and Victory, the former winning the race by two lengths in 11 minutes 37 seconds. A head gained Victory second place from the Rosalba gelding.

## 1878

The Hereford steeplechases were in former years notable for their importance, and on the present occasion, near Hereford, a course in which grass and plough were found in due proportion had been carefully planned. The fences were of a fair hunting character, and as the course was close to the city it was altogether a very popular fixture. Eight horses started, a slight improvement on the race of 1877, and the race resulted as follows:—

| | | |
|---|---|---|
| Mr. C. R. Friend's "Filbert," aged, 12 st. 10 lb. | Owner | 1 |
| ,, Powell's "Songster," aged, 12 st. 10 lb. | Mr. R. Shaw | 2 |
| ,, G. Brown's "The Maze," aged, 12 st. 10 lb. | ,, Lawrence | 3 |

Betting:—3 to 1 Filbert; 5 to 1 Songster.

During almost the whole of the race Filbert was one of the first three, and he won in the end by something like forty lengths, but this easy victory was due to a chapter of accidents. Lord Hampton was beaten three-quarters of a mile from home, and Mr. Shaw, who was riding the somewhat unruly Songster, broke a stirrup leather. This left Filbert in command, and he won easily, as already mentioned. Filbert was generally voted to be an excellent stamp of hunter, with good shoulders and limbs and a powerful back and loins, while he jumped the country in very good style.

## 1879

By this time not a few writers on racing topics had taken to lamenting over what they thought to be the downward career of the Grand National Hunt Steeplechase and the Committee who managed it. Men like

Mr. Chaplin, Mr. Craven, and other supporters, no longer lent their patronage to the steeplechase, while the Committee itself was said to be wanting in backbone to cope with the abuses which had come over steeplechasing generally. Having once, in 1875, tasted of the sweets and conveniences of an enclosed course, the race this year took place at Derby. Unfortunately for the spectators winter came back with something of its old force, and though the snow did not lie long, the inclement weather had a somewhat ill-effect on the attendance. The fences had been looked to and did not err upon the side of insignificance. The field numbered sixteen, a better show than had been seen for several years, but the quality was not particularly high. The favourite was Mr. Vyner's Bellringer, who, besides being built somewhat on hunter lines, had made some respectable appearances on the flat when a two-year-old, and when put to cross-country work took to jumping very kindly. As will be seen from the appended return he was the winner :—

| | | |
|---|---|---|
| Mr. Vyner's "Bellringer," aged, 12 st. 10 lb. . . . . . . . . . | Mr. A. Coventry | 1 |
| „ W. Wilson's "Golden Cross," 6 yrs., 12 st. 10 lb. . . . . . . . | „ E. P. Wilson | 2 |
| Lord Middleton's "Minotaur," aged, 12 st. 10 lb. . . . . . . . | Owner . . . . | 3 |

Betting :—2 to 1 Bellringer; 4 to 1 Golden Cross; 100 to 8 Minotaur.

In the race itself, Minotaur led for some distance but fell at the fence beyond the stand, while Bellringer, when descending the hill for the fence into the course, took third place, following Golden Cross and Minotaur, who had been remounted. At the last hurdle Bellringer took up the running and won easily by a length ; Minotaur was a bad third. Of the starters Skyscraper was an Australian horse.

## 1880

Some of the evil prognostications which had been rife concerning these steeplechases would appear to have been verified this year, as three runners only came to the post, while the occasion is noticeable from the fact that the Grand National Steeplechase and the Grand National Hunt Steeplechase were both run at the same meeting—the Liverpool Spring. The three runners passed the post in the following order:—

| | | |
|---|---|---|
| Mr. A. Peel's "New Glasgow," aged, 12 st. 10 lb. | Capt. Smith | 1 |
| ,, E. H. Wood's "Baker Pacha," 6 yrs., 12 st. 10 lb. | ,, Middleton | 2 |
| ,, T. Calder's b.g. by The Mallard, aged, 12 st. 10 lb. | Mr. W. H. Moore | 3 |

Betting:—11 to 8 New Glasgow; 7 to 4 Baker Pacha; 4 to 1 The Mallard gelding.

Baker Pacha was certainly the best-looking horse of the trio, and he was unquestionably the biggest jumper, for he cleared the water as though he had been going at a house. At the first fence, however, he came down through over-jumping himself, an accident which probably lost him the race, for he was going very strongly at the finish. Although he made up ground very quickly he could not catch New Glasgow, who won fairly easily by four lengths. Mr. A. Peel, who owned the winner, subsequently announced his intention of giving the whole of the stakes, amounting to close upon £400, to the Duchess of Marlborough's Irish Relief Fund.

## 1881

About this time it occurred to the sportsmen of the Midlands that they should have a race-course of their own, and Four Oaks Park, Birmingham (the scene of the Royal Agricultural Society's Show in 1898), was fixed upon. The Park was something like 240 acres in extent, and a capital course, or rather two courses—one for flat racing, the other for steeplechases—was laid out; and upon this new venture the Grand National Hunt Committee determined to hold the Grand National Hunters' race of the year. There were eight starters, and the placed horses were:—

| | | |
|---|---|---|
| Mr. S. Talbot's "Pride of Prussia," 4 yrs., 10 st. 10 lb. . . . . | Mr. E. P. Wilson | 1 |
| ,, W. H. P. Jenkins's "Llanfrechfa," 6 yrs., 12 st. 10 lb. . . . . | Capt. Smith . . | 2 |
| ,, E. H. Wood's "Baker Pacha," aged, 12 st. 10 lb. . . . . | Mr. Cunningham | 3 |

Betting:—5 to 2 Pride of Prussia; 9 to 4 Llanfrechfa; 9 to 2 Baker Pacha.

Baker Pacha made the running till within about half a mile of home, where Pride of Prussia and Llanfrechfa closed with him. Baker Pacha, however, was beaten before entering the straight, and the other two finished a close and severe race home, Pride of Prussia winning by two lengths; a bad third. None of the others passed the post.

## 1882

For the second time Derby was selected, and in the interval which had elapsed Mr. Ford had taken great pains with the fences, with the result that this somewhat trying course was perhaps better than before. Although the fences all required jumping there was nothing unfair about them. It was hoped that a better field than half-a-dozen would have been seen for the steeplechase, for six was a sad falling off from the sixteen which ran at Derby in 1879, and though they were a good-looking field, there was nothing to recall the old "Emperor" days.

So as not to interfere with the followers of such packs as the Meynell, the Pytchley, The Quorn, and the Warwickshire, the meeting this year was held on a Monday, and though this somewhat limited the attendance from far-off places like London, the local sportsmen mustered in strong force, the Duke of Portland, the Duke of Montrose, Lord Berkeley Paget, Lord Harrington, Lord Queensberry, Sir John Astley, Mr. Chandos Pole, Mr. Rolleston, Mr. Behrens, and Captain Middleton being amongst the spectators.

The experts held that the Derby cross country course was the best to be found out of Ireland, for the fences had to be jumped and not galloped through. In lamenting the small field it was again averred that the men of standing and social position, whose colours were familiar on the steeplechase course ten or twenty years before, had retired from the scene, and with them the horses of which L'Africaine, Chamade, The Lamb, and The Colonel were types. Farmers did not care to breed them, and the younger generation of sportsmen were not eager to possess them.

The result was :—

| | | |
|---|---|---|
| Mr. W. H. P. Jenkins's "Llantarnam," 4 yrs., 10 st. 10 lb. . | Mr. E. P. Wilson . | 1 |
| ,, Phillips's "Dry Bread," aged, 12 st. 10 lb. . . . . . | ,, C. J. Cunningham | 2 |

Betting :—3 to 1 Llantarnam ; 8 to 1 Dry Bread.

Laddie made play, but the field was soon reduced to four; Fortune had in the meantime taken the lead, but fell a mile from home, Frigate doing the same at the last fence. Two only finished, and after a sharp struggle Llantarnam won the race, beating Dry Bread by three-quarters of a length.

## 1883

This year Melton was the place selected for the holding of the Grand National Hunt Steeplechase, a previous visit having been paid in 1864. The only fault to be found with the course in the eyes of the riders was its bigness, and there were certainly several falls and refusals. There was a better muster of competitors this year, the field numbering thirteen, and of these the placed horses were:—

| | | |
|---|---|---|
| Mr. E. W. Tritton's "Satellite," 4 yrs., 10 st. 10 lb. . . . . . . . | Mr. E. P. Wilson | 1 |
| ,, F. Butler's "Good Luck," 4 yrs., 10 st. 10 lb. . . . . . . . | ,, Craddock . | 2 |
| Lord Rocksavage's "Romping Charlie," aged, 12 st. 10 lb. . . . . . | ,, L. H. Jones | 3 |

Betting:—5 to 2 Satellite; 8 to 1 Romping Charlie.

The Masher led to the dyke by the road, attended by Grandmother, Anderton, and The O'Dowd, while Satellite fell at the second fence, but was set going again. The Masher came to grief on going into the country, and two fences from home the favourite was fourth. Then, after the last fence, Satellite came through his horses and won by a head in the last two strides, with a length between second and third. It may be mentioned that Satellite fell once, refused once, and the saddle broke.

## 1884

This year the "Leicester Club and County Grand Hunt Meeting," to give its full title, included the Grand National Hunt Steeplechase, Oadby being the ground chosen by the promoters. The course was all grass, and the fences were of the regulation pattern, while the show of horses for the race was considered good. There were eleven starters this year, the placed horses being :—

| | | |
|---|---|---|
| Mr. R. Howett's "Equity," 4 yrs., 10 st. 10 lb. . . . . . . . . . . | Mr. E. P. Wilson | 1 |
| ,, E. Jay's "Gamecock," 5 yrs., 12 st. 1 lb. . . . . . . . . . . . | Capt. L. H. Jones | 2 |
| ,, F. W. Taylor's "Spark" (late Old Frank), 4 yrs., 10 st. 10 lb. . | Mr. W. A. Villar | 3 |

Betting :—5 to 2 Equity ; 7 to 1 Gamecock.

Equity, who showed the way at the start, was headed at the second fence by Loose Fish, who on coming down the descent refused. Semiramis led over the brook and past the stand, but on ascending the hill was challenged by Water Rat, who, however, soon afterwards came to grief. Six furlongs from home Gamecock, Equity, Semiramis, and Spark were close together, but Equity drew away at the brook, and won a good race by half a length ; a bad third.

## 1885

As far as the day's racing went, Lincoln, the venue this year, cannot be said to have gained much, as the steeplechase was decidedly poor. The Grand National Hunt Steeplechase may almost be called a fiasco. Out of twenty-seven entered on the card seven only went to the post, and though, thanks perhaps to the slow pace at which it was run, there were no falls, some of the competitors did not succeed in going the course. This was hardly the fault of either horses or riders, as the crowd at the water jump opposite the stand encroached so much on the course that there was every excuse for going the wrong side of the flag. This mistake both the favourite (Gamecock) and Wild Meadow, who was also well backed, committed.

The placed horses were :—

| | | |
|---|---|---|
| Mr. P. M. V. Saurin's "Lady Tempest," 5 yrs., 12 st. 1 lb. . . . . . . | Mr. W. Beasley . | 1 |
| Lord Wolverton's "Helmet," 4 yrs., 10 st. 10 lb. . . . . . . . . | ,, C. W. Waller | 2 |

Betting :—11 to 4 Lady Tempest ; 7 to 1 Helmet.

Rienzi soon took the lead from Gamecock, and as they came on to the race-course the shouting of the crowd apprised the riders that they had gone the wrong course, so Gamecock, Wild Meadow, and Lady Tempest returned and jumped the fence which had been missed. Into the country the second time Rienzi was still leading ; and as they came down the hill Helmet took second place for a short distance, but was passed at the turn for home by Lady Tempest, who overhauled the leader at the last fence, but Rienzi, getting the better of the mare in the run in, won by three-quarters of a length ; Helmet a bad third. On returning to weigh in, Mr. Beasley objected to Rienzi, on the ground of his having gone on the wrong side of a post, and Mr. Bewicke (riding Golden Fleece) objected to first, second, and third for the same reason. The first objection was sustained, the other overruled, and Rienzi was disqualified.

## 1886

This year the steeplechase was held at Highfield, about a mile and a quarter from Malton, Yorkshire, and on ground belonging to Mr. I'Anson, over which the Malton steeplechases were run. It was all grass, with no very difficult fences. Eight runners for the Grand National Hunt was a different state of things from that which prevailed one-and-twenty years before, when twenty-nine faced the starter in the valley of the Wharfe. None of the stewards of the Grand National Hunt were present it was said.

Mr. D. J. Jardine's "Why Not," 5 yrs.,
12 st. 1 lb. (car. 12 st. 5 lb.) . Mr. C. J. Cunningham 1
" J. H. Stock's "Canteen," 5 yrs.
12 st. 1 lb. . . . . . . . . ,, J.C. Wilmot-Smith 2
,, W. Wilkins's "Corny Black,"
aged, 12 st. 10 lb. . . . . . . Capt. J. R. Scott . . 3
Betting:—3 to 1 Why Not; 8 to 1 against any other.

Why Not came out soon after leaving the stand for the second time and led into the straight for home. Arcadian fell at the last fence and left Why Not to win by a distance; a very bad third.

Why Not who, eight years later, that is to say in 1894, won the Grand National Steeplechase, was shot at Tetbury in January 1897. Years before his Grand National success he won races all over the country. His final appearance was in the great Liverpool race of 1896, when, backed at 100 to 7, he was beaten out of a place, while his stable companion, The Soarer, starting at 40 to 1, was the winner. Why Not was sixteen years old at the time of his death, and he was bred in Ireland, being by Castlereagh—Twitter.

## 1887

Once again the Grand National Hunt visited Derby, a steeplechase course perhaps second to none. Two new fences had been made for this occasion, and an alteration in the fence at the top of the hill, which has brought grief to many, had also been thoroughly effected. Eleven started, and the placed horses were :—

| | | |
|---|---|---|
| Major Meysey Thompson's "Monkshood," 6 yrs., 12 st. 10 lb. | Capt. E. R. Owen | 1 |
| Lord Cholmondeley's "Pride Hill," 6 yrs., 12 st. 10 lb. | Mr. W. Beasley | 2 |
| Mr. Moore's "Roman Emperor," 5 yrs., 12 st. 1 lb. | ,, Craddock | 3 |

Betting :—10 to 1 Monkshood; 20 to 1 Pride Hill; 6 to 1 Roman Emperor.

Roman Emperor made play to the first open ditch, where Old Tatt, Battue, and Longback fell. Corsair also came to grief, and Bombay went out of the course. Half a mile past the stand Geranium fell, Alabaster was pulled up, and then Arcadian and Monkshood drew away to the straight, when Arcadian was beaten and Monkshood won by ten lengths ; six lengths between second and third.

## 1888

The cross country season came to a brilliant ending at Sandown Park, the *locus in quo* this year. Its beginning was mild ; its subsequent career not very distinguished, but, like the post-boys of old days, "it reserved a gallop for the town." The enforced postponement of the Grand National Hunt meeting from the early days of March to the 14th of April was perhaps the best thing that could have happened to it. Eleven again started, the placed horses being :—

| | | |
|---|---|---|
| Mr. E. Jay's "Glen Thorpe," 4 yrs., 10 st. 10 lb. | Mr. G. Lambton | 1 |
| ,, W. Fulton's "Battle Royal," 4 yrs., 10 st. 10 lb. | ,, T. Beasley | 2 |
| Lord Rodney's "Braceborough," 5 yrs., 12 st. 1 lb. | ,, D. Thirlwell | 3 |

Betting :—4 to 1 Glen Thorpe ; 11 to 2 Battle Royal ; 9 to 2 Braceborough.

Braceborough made the running, but before reaching the stand Battle Royal had gone to the front, and going down the hill he took a clear lead. Passing the stand for the second time he was still leading, but Glen Thorpe began to improve his position. At the last open ditch The Sikh and Little Boy Blue came to grief. Three fences from home Battle Royal drew out, but before the last Glen Thorpe drew up, and eventually won easily by six lengths; a bad third.

## 1889

The experiment of going to Cardiff was not attended with success. Of the nine horses on the card half-a-dozen only went to the post; and early in the race three of them refused.

The placed horses were :—

| | | |
|---|---|---|
| Mr. B. Robson's "Nap," 4 yrs., 10 st. 10 lb. . . . . . . . . . . | Mr. C. Thompson | 1 |
| ,, A. Peel's "Candytuft," 6 yrs., 12 st. 10 lb. . . . . . . . | ,, F. Hassall . | 2 |
| ,, H. Barrett's "Orlando," 6 yrs., 12 st. 1 lb. . . . . . . . | ,, C. Whitton . | 3 |

Betting :—7 to 1 Nap; 3 to 1 Candytuft; 5 to 1 Orlando.

Cannock Chase showed the way to the second fence, where Zeolite ran out, after which Nap joined the leader, the pair coming on to the fence beyond the stand, where they both refused. Flyaway and Candytuft then led, but before the straight was reached Nap had again passed them, Orlando subsequently making the running. In the next half-mile the leading three took close order, and before the straight was reached Orlando had had enough, and Nap drawing away easily won by twenty lengths; a bad third.

The winner, Nap, was the only four-year-old in the race, and he was scarcely looked at, though a few tempted by the price, and the knowledge that a four-year-old had a great advantage in the weights, supported him. The favourite, Cannock Chase, had not long before jumped the Rugby course in excellent style; but at Cardiff he was not himself.

## 1890

From Wales the National Hunt Committee went to Scotland, where they joined hands with the Eglinton Hunt meeting; but the race turned out a comparative failure, though 750 sovereigns, of which the second received 100 and the third 50, were added.

The four starters finished thus:—

| | | |
|---|---|---|
| Mr. T. G. Arthur's "Innisfail," 5 yrs., 12 st. 1 lb. | Owner | 1 |
| ,, C. J. Cunningham's "Harlequin," aged, 12 st. 10 lb. | Owner | 2 |
| ,, A. Schwabe's "Privernus," 4 yrs., 10 st. 10 lb. | Owner | 3 |
| ,, A. Peel's "Darling Blue," 5 yrs., 12 st. 1 lb. | Mr. F. Hassall | 4 |

Betting:—2 to 1 Innisfail; 3 to 1 Harlequin; 7 to 4 Privernus; 10 to 1 Darling Blue.

Harlequin jumped off the moment the flag fell and made play at a strong pace, Innisfail gradually catching him in the last mile, heading him in the straight, and winning easily by a length and a half, after swerving all over the course after clearing the last hurdle; a neck divided second and third.

## 1891

Hurst Park, at that time the latest addition to the Metropolitan circuit, has had more than its share of ill luck, and the meeting on the 2nd of March was a postponement from the previous week, in consequence of fog. The chief event of the day was the National Hunt Steeplechase, with the handsome sum of 900 sovereigns, due to the liberality of the Hurst Park Executive, added. That such a stake should bring out a field somewhat reminding spectators of past days was not surprising. Seventeen runners was a very big field, and a vast improvement on the four of 1890. The race was a splendid sight throughout, and notable for the very trifling number of falls—two only; two more refused, and two others bolted. In such a field this was remarkable, and the way in which the majority stood up, made the National Hunt Steeplechase of the year memorable. A grand finish; a grand race, and the Hurst Park Executive distinctly scored a great success.

Mr. W. Low's "Impeyan," 4 yrs.,
10 st. 10 lb. . . . . . . . Mr. Crawley . . 1
,, J. Legh's "Jubilee Boy," 4 yrs.,
10 st. 10 lb. . . . . . . . ., W. H. Moore 2
Sir T. Brinckman's "Van der Berg,"
5 yrs., 12 st. 1 lb. . . . . ,, J. C. Dormer 3

Betting:—20 to 1 Impeyan; 5 to 1 Jubilee Boy; 100 to 12 Van der Berg.

After clearing the water Jubilee Boy went in front, Chirgwin refusing at the ditch. Nearing the bend and round it Harlequin, being pushed along, came into the straight with the lead, and, on passing the stand a second time, Chirgwin was the only one missing, the survivors being in fairly close company. The water jump again failed to stop any one, and along the tow-path Harlequin slightly increased his lead. In the straight Lux fell at a fence, Sheelah and Acceptance bolted, and Royal Saxon was pulled up. On the tow-path side Fast Day began to lag, and Jubilee Boy went on second, Van der Berg third, and Impeyan fourth.

In the straight Harlequin soon compounded, and a very hard race ensued between the other three. Impeyan held a slight lead at the last fence but one, but Jubilee Boy pressed him hard, and a desperate finish ended in Impeyan's favour by a neck, Van der Berg, close on the rails, the same distance behind Jubilee Boy. Fast Day and Comet were pulled up, and Favette fell. Time given, 14 minutes 5 seconds.

## 1892

This year the race was again run at Derby, and of the twelve starters the placed horses were:—

| | | |
|---|---|---|
| Mr. T. Cannon's "Royal Buck," 5 yrs., 12 st. 1 lb | Mr. Yorke | 1 |
| Sir H. de Trafford's "Heather," 5 yrs., 12 st. 1 lb. | ,, W. Lindsay | 2 |
| Mr. W. C. Eustis's "The Sheriff," 4 yrs., 10 st. 10 lb. | Capt. Bewicke | 3 |

Betting:—2 to 1 Royal Buck; 100 to 8 Heather; 5 to 1 The Sheriff.

The Sheriff made play to the first fence, where Spree Boy refused and Emblem fell. Castlemartin then settled down in front, but was pulled up lame, Firedamp ran out, and Heather led. On reappearing from the country Heather was second to Tyneside, and before reaching the last fence but one near the stand Barrister slipped up and threw his rider, while Emblem fell again at the next obstacle. Haddington, when leading, fell from distress a mile from home, and Heather took up the running. At the last fence Royal Buck went to the front, and Heather failing to get on terms, Royal Buck won cleverly by a length. Five lengths between second and third. Shottery was fourth, and nothing else passed the post. Peter the Hermit fell after going two miles.

## 1893

For the third time in its history Sandown Park was chosen for the race; the first time that this course was selected was in 1875, and the last time in 1888. Twelve horses again ran, the following being the result:—

| | | |
|---|---|---|
| Capt. Crawley's "Van der Berg," aged, 12 st. 10 lb. | Sir C. Slade | 1 |
| Mr. A. Yates's "Lord of the Valley," 4 yrs., 10 st. 10 lb. | Mr. G. B. Milne | 2 |
| Capt. M. Lindsay's "Dean Swift," 5 yrs., 12 st. 1 lb. | ,, W. Lindsay. | 3 |

Betting:—100 to 14 Van der Berg; 100 to 30 Lord of the Valley; 5 to 1 Dean Swift.

After jumping the first fence Corrèze drew to the front, and going down the hill increased his lead. At the farmhouse fence Abyssinian fell, and jumping the water Emblem and Miss Perkins also came to grief. At the next ditch Belle Dora came down, and at the top turn Corrèze's jockey (Sir C. de Crespigny) broke a stirrup leather; the horse ran out, losing much ground. Van der Berg then galloped to the front, and won by eight lengths, a bad third.

## 1894

Derby was once more the course and 850 sovereigns were added to the sweepstakes. Ten started this year, and the following were the placed horses:—

| | | |
|---|---|---|
| Sir S. Scott's "Philactery," 6 yrs., 12 st. 10 lb. | Mr. Ricardo | 1 |
| Mr. Jno. Widger's "Olive Branch," 5 yrs., 12 st. 1 lb. | ,, Jos. Widger | 2 |
| ,, Reid Walker's "Monk Lewis," 6 yrs., 12 st. 10 lb. | Capt. Yardley | 3 |

Betting:—5 to 1 Philactery; 3 to 1 Olive Branch; 10 to 1 Monk Lewis.

Rushlight II. bolted at the first obstacle, Torchlight took up the running, but just below the stand ran out, taking Ballyduff with him. Philactery then went to the front, but in the next half-mile Torchlight resumed his position, though at the bend for home, being beaten, he was passed by Olive Branch, Princeps, and Philactery. At the last fence but one Philactery headed the favourite, but going wide at the turn, slightly lost his advantage. Regaining it, however, at the last jump, he drew away and beat Olive Branch by two lengths, a length and a half dividing second and third. Five did not finish, and Ballyduff broke down.

## 1895

Twenty years previously (*i.e.* in 1875) Mr. Smyth's Gazelle, ridden by Mr. Flutter, won the Grand National Hunt Steeplechase in a field of nineteen at Sandown Park, and in 1888 and 1893 the Committee had again come back to their old love, but this year accident assigned them the same locale. Hurst Park had been originally fixed on as the place of meeting during the preceding February, but frost had intervened and upset all the arrangements, and so fresh plans had to be made, with the result that Sandown Park was honoured with an unexpected meeting on Monday, March 18. Fifteen competitors took part, constituting the largest field, with one exception, since 1879, and on this occasion the placed horses were :—

| | | |
|---|---|---|
| Mr. J. Arnold's "Fin-ma-Coul II.," 5 yrs., 12 st. 1 lb. . . . . . . | Mr. F. B. Atkinson | 1 |
| „ T. H. Godsell's "Exodos," 4 yrs., 10 st. 10 lb. . . . . | „ R. Gore . . | 2 |
| „ A. Yates's "Olibanum," 4 yrs., 10 st. 10 lb. . . . . . . . | „ A. H. Ripley . | 3 |

Betting:—4 to 1 Fin-ma-Coul II.; 100 to 8 Exodos; 8 to 1 Olibanum.

Monk Lewis showed the way for about a mile and a half. On coming to the first jump King's Worthy fell, and unseating Capt. Bewicke, continued the race without his rider, thereby considerably inconveniencing some of the other horses. On passing the stand for the second time Torfrida, Once Again, Exodos, and Miss Lothian lay together in front, and here seven of the starters were missing. Fin-ma-Coul II. then began to draw up, and together with Exodos gradually wore down the others, and after being the first over the water, kept the lead, winning the race by two lengths, four lengths dividing second and third.

## 1896

On this occasion Hurst Park welcomed the National Hunt Committee, and the Executive liberally gave 1000 sovereigns; the second received 150, and third 50.

| | | |
|---|---|---|
| Mr. C. P. Shrubb's "Ludgershall," 5 yrs., 12 st. 1 lb. . . . . . | Mr. H. M. Ripley | 1 |
| ,, R. Ward's "Benediction," aged, 12 st. 10 lb. . . . . . . . . | Owner . . . . | 2 |
| Mrs. Hussey's "Ford of Fyne," 5 yrs., 12 st. 1 lb. . . . . . . . . | Mr. J .M. Shiel . | 3 |

Sixteen others started. Betting:—6 to 1 Ludgershall; 10 to 1 Benediction; 100 to 7 Ford of Fyne.

Melton Constable was quickest away, but fell in the straight, and Guntawang drew to the front. Reaching the straight for the second time, Benediction was leading, but Guntawang led past the stand for the third time. Three fences from home the leader retired, and Ludgershall and Benediction joined issue, Ludgershall winning a good race by three-quarters of a length, four lengths between second and third.

## 1897

The National Hunt Committee broke new ground this year by selecting Newmarket for the scene of operations, and the race is memorable from the fact that for the first time in its history it was won by a foreign owner, with a foreign-bred horse, ridden by a foreign jockey. The winner was the Vicomte de Buisseret's Nord Ouest, by Gamin—La Vague, and was ridden by Mons. Morand. The Vicomte was a well-known Continental sportsman, who had raced horses over flat and steeplechase courses in France and Belgium ; Nord Ouest was an entire horse, bred in the former country. Twelve horses competed for the race of 1897, the three first being :—

Vicomte de Buisseret's "Nord Ouest,"
4 yrs., 10 st. 10 lb. . . . . Mons. Morand . 1
Mr. E. C. Smith's "Goldfish," 6 yrs.,
12 st. 10 lb. . . . . . . . Mr. M. B. Bletsoe 2
,, John Widger's "Miss Battle,"
5 yrs., 12 st. 1 lb. . . . . ,, T. J. Widger 3

Betting:—8 to 1 Nord Ouest; 10 to 1 Goldfish; 5 to 2 Miss Battle.

Miss Battle, directly after a start was made, showed the way to Valentia and Prince Hamlet, but on settling down the second named made the running to the ditch, when Longcloth drew away from Miss Battle and Morgalyth. Golden Casket fell when a mile and a half from home, and after passing the stand for the second time, the same fate overtook Longcloth, and Valentia had been pulled up, while Persiflage and Royal Musketeer refused. Miss Battle still led, but Nord Ouest (who had all through the race maintained a good position) and Goldfish now ran into second and third places respectively, and Miss Battle being beaten on entering the straight, a race ensued between the other two, which ended in Nord Ouest beating Goldfish by two lengths; a bad third. An objection to the winner for crossing was overruled; but the stewards certified for a return of the deposit money.

## 1898

Of the courses within the metropolitan circuit, as it may be called, Sandown Park, profiting by the longest existence, had been the scene of the race on four occasions and Hurst Park on two, so this year a third course was visited in Gatwick, Croydon's successor. The management was liberal in the matter of stakes from the first, and the inclusion of the National Hunt Steeplechase of 1000 sovereigns in its programme made but little alteration, for it merely replaced the Tantivy Steeplechase of the same value, though that race was for four-year-olds only.

The number of starters (sixteen) for the National Hunt Steeplechase was well above the average. At Cardiff in 1889 six ran, and at Bogside in the following year but four. Since then, however, double figures had been the rule. What surprised one always was the number of horses of six years and over which were qualified by reason of having "never won any steeplechase or hurdle race, or any description of flat race," at the time of starting. One of the competitors, Queen Bee, had gone so far as to finish first in a race in Ireland in the previous September, but she was disqualified for bumping. A couple of American horses, New Hampshire and Manhattan, were competing, and a third, Nantucket, would have been out but for winning in the previous week at Sandown. The four miles of country proved too much for the greater number of the competitors, and there were a surprising number of falls. Indeed, of the sixteen, but five survived. The race all but went to an outsider in Royal Tyrant, who led over the last fence, but was beaten in a desperate finish by Real Shamrock by a head, a result which might be attributed to Royal Tyrant's rider breaking a stirrup leather.

Mr. F. P. Lysaght's "Real Shamrock,"
4 yrs., 10 st. 10 lb. . . . . Mr. E. P. Gundry 1
,, W. J. Green's "Royal Tyrant,"
6 yrs., 12 st. 10 lb. . . . . ,, E. Hampton 2
,, J. T. Barrett's "Athelina," aged,
12 st. 10 lb. . . . . . . . ,, A. Gordon . 3

Betting:—7 to 1 Real Shamrock; 20 to 1 each Royal Tyrant and Athelina.

As the horses came past the stand for the first time Longcloth just led; Daugh did not survive the first fence, and at two miles Ophan fell, as did Queen Bee and Freebooter soon after. At the stand the second time Benediction had drawn to the front, and at the first fence on the far side Maybird and Ballyshannon came down together, New Hampshire and Longcloth following their example at the next obstacle, and on coming into the straight Royal Tyrant became leader. In the straight Benediction fell away beaten, and Royal Tyrant looked a winner at the last fence, but Real Shamrock drew up and won after a very punishing finish by a head; a bad third.

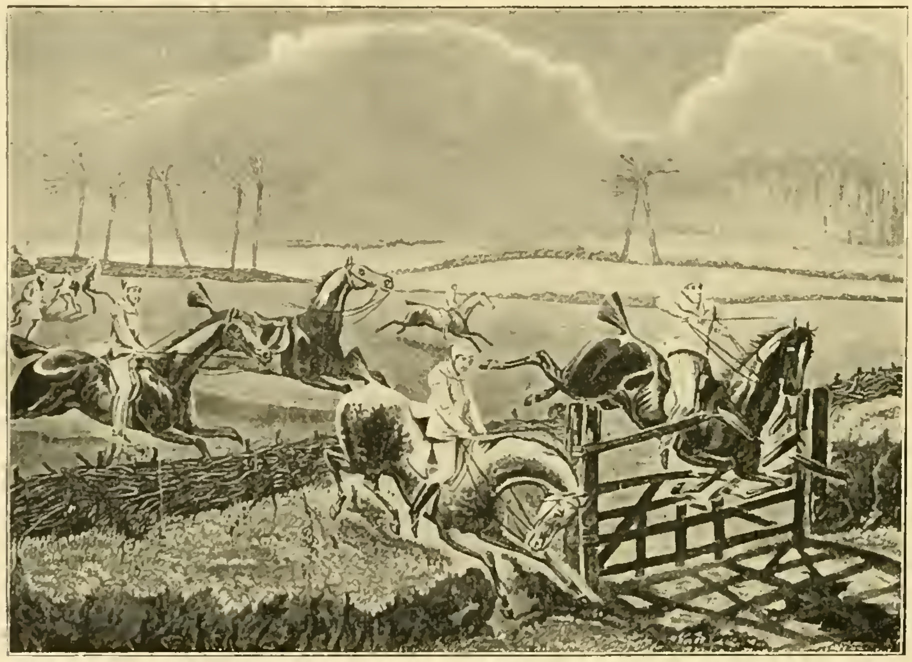
## 1899

On two previous occasions, viz. 1891 and 1896, the National Hunt Steeplechase had taken place over the Hurst Park course, and this year the same spot was selected for the third time, and the crowded stands, rings, and enclosures justified the decision of the Committee. No fewer than twenty-two competitors took part in the race of 1000 sovereigns, of which 800 were handed over to the owner of the winning horse Glen Royal, who, previous to the race, had been backed for all the money that could be put on him The placed horses were :—

| | | |
|---|---|---|
| Mr. W. H. Walker's "Glen Royal," 5 yrs., 12 st. 1 lb. | Mr. J. J. Fergusson | 1 |
| ,, R. C. Dawson's "Pawnbroker," 4 yrs., 10 st. 10 lb. | ,, E. P. Gundry | 2 |
| Sir Peter Walker's "Mush," 5 yrs., 12 st. 1 lb. | ,, G. S. Davies | 3 |

Betting:—4 to 1 Glen Royal; 100 to 8 Pawnbroker; 100 to 12 Mush.

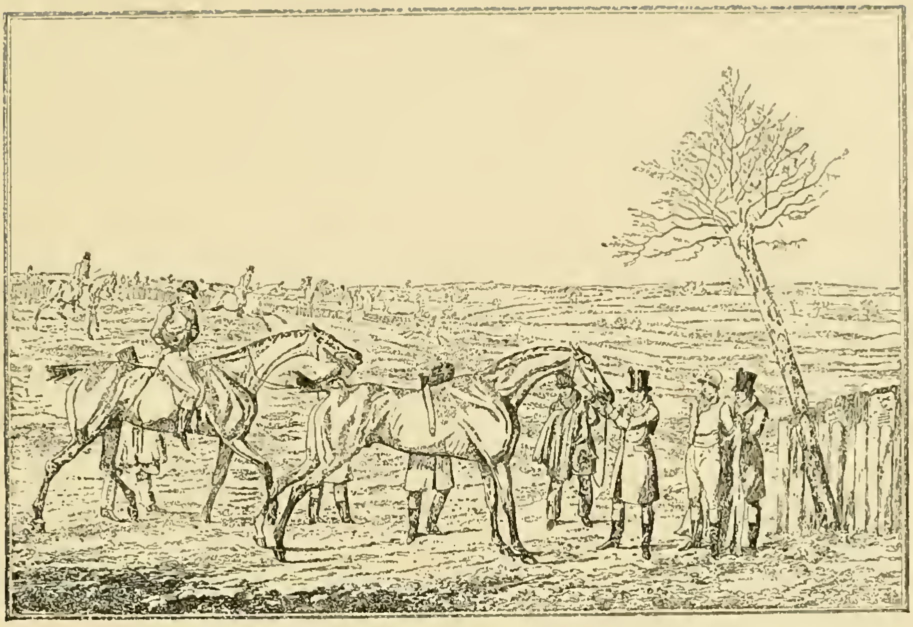
The running was made by Rifleman, who was attended by Glen Royal, Eyeglass, and Uphantes to the stand, where the favourite went to the front. Dairy Lass came down at the water jump, and a mile further on the leadership was assumed by Eoos, who, however, fell when the stand was neared for the second time, and then Fille d'Amour showed the way to Glen Royal, Bird of Flight, Triton, Uphantes, and Pawnbroker. There was little change to be noted until the horses entered the line for home, when Glen Royal went ahead and won by six lengths ; a bad third.



THE FIRST STEEPLECHASE ON RECORD

# CHAPTER VI

# MILITARY STEEPLECHASING



THE WINNER—"AND TO SUCH WONDROUS DOING BROUGHT HIS HORSE"
—*Hamlet.*

# CHAPTER VI

## MILITARY STEEPLECHASING

ONE can hardly take up a pen to write on what forms the subject of this chapter without a feeling of the deepest sorrow at the deaths in South Africa—these words are written in December 1899—of so many soldiers who have been well known in the world of sport. The loss of so many valuable lives must for an indefinite period affect sport in general, and it is almost sure that for some time to come many pleasant *réunions* will perforce lapse.

From the earliest days of steeplechasing we find that our officers have interested themselves most heartily in the amusement, and in the days when a good man to hounds was a tolerably good steeplechase rider the soldiers gave a very good account of themselves. Allusion has already been made to what I believe to have been a fabled moonlight steeplechase in Suffolk;

but soldiers, as time went on, instituted meetings of their own, until at the present time we have a good many regimental races—the Grand Military Meeting, for some time held in conjunction with the Grand National Hunt Meeting; the Household Brigade Steeplechases, and other gatherings. Military meetings are among the pleasantest and best arranged of those which take place during the year. The men of the different regiments lend willing and valuable aid; hospitality is dispensed with no niggard hand, and everything is delightful. A few years ago, however, some one asked in one of the sporting papers whether our officers rode as well now as they did in the "fifties" and "sixties," and that letter led to a somewhat prolonged correspondence. Of course those who regarded military meetings purely from a betting standpoint thought that the soldiers had fallen off in their riding, and the upshot was that some people thought a military meeting should be conducted somewhat on these simple lines:—The officers to arrange the meetings, buy their horses, pay the training bills, give every one as much luncheon and champagne as he wanted, and put up professional riders.

Since the riding of a steeplechase demanded a style of horsemanship of its own, owing to flagged and made courses, and the alteration of fences, the soldier as well as any other amateur who has not ridden gallops under a trainer's eye, and devoted much time and attention to the acquisition of a proper style, is naturally at a disadvantage when competing against some one who has made a study of steeplechase riding and has enjoyed plenty of practice. If, however, military steeplechase meetings were given up there would at once be a cry that our soldiers are not what they were; and then when they hold their meetings and ride their own horses—this is just what it was the aim of the National Hunt Steeplechase, when first founded, to induce other owners to do

—a certain section cry out for professional or skilled gentlemen riders to minimise the risk of speculation.

Although not so in name, a match which took place on Monday the 18th of November early in the century, near Newcastle-upon-Tyne, was to all intents and purposes a small military meeting. The 4th Dragoon Guards appear to have been quartered at Newcastle, and the competitors in the race (presumably owned by officers of the regiment) were a chestnut horse 6 years old, ridden by Capt. Boyd, 12 st. 10 lb.; the other a black horse 12 years old, ridden by the owner, Lieut. Maga, 12 st. 8 lb. A four-mile course was selected from Benerell westward towards Throckley Fell. All the fences were marked out, and at each—there were thirty-two jumps—was posted a soldier, so that this would appear to have been really about the earliest attempt to indicate the direction to be taken by the riders; but neither of those in this race had any knowledge of the country. The band and colours of the regiment were placed at the winning-post, where also stood the officers of the regiment and their friends. Capt. Boyd won the race in twenty minutes, according to the official timekeeper. The old horse ridden by Lieut. Maga was favourite at starting, and he appeared to have the foot of his opponent; but he refused several times and was "rather shy at the leaps, and lost a good deal of ground in crossing Denton Burn, when he was too near home to make it up again," and in this way, so far as I can discover, military steeplechasing arose.

It is probably to the officers of the 5th Dragoon Guards that we owe the establishment of the Grand Military Steeplechases. In the early thirties, an officer described as Mr. J. F. Scott left the regiment, and, like a good sportsman, he gave a cup to be run for annually for horses belonging to officers of that distinguished corps, over a three-mile course; the weight, 12 st. 7 lb. each. Accounts of very few of these steeplechases have been published; but the appended table gives the winners of the series :—

| | |
|---|---|
| In 1834, at Dublin, Lieut. Knox's b. m. "Fanny," 5 yrs. . . . . . . . | Owner. |
| ,, 1835, at Manchester, Capt. J. W. King's b. m. "La Bayadere," 4 yrs. . . . . | ,, |
| ,, 1836, at Edinburgh, Capt. J. W. King's b. g. "His Highness" . . . . . . . | ,, |
| ,, 1837, at Leeds, Lieut. R. Chambers' b. m. "Miss Whitefoot" . . . . . . . | ,, |
| ,, 1838, at Birmingham, Lieut. Whittaker's b. g. "Spotless" . . . . . . . . . | ,, |
| ,, 1839, at York, Col. Sir Maxwell Wallace's b. g. "Butcher" . . . . . . . . . | Mr. Sutton. |
| ,, 1840, at Nottingham, Captain Hovendon's ch. g. "Saltfish" . . . . . . . . . | ,, Blackburn. |
| ,, 1841, at Manchester, Captain King's ch. m. "The Hind" . . . . . . . . . . | Owner. |

The cup having been won three times by Captain King, became his property.

## 1841

So far as I can ascertain, the first Grand Military Meeting took place on the 24th March 1841, at Northampton, where a three days' meeting was held. The conditions of the chief race were :—

A sweepstakes of 10 sovs. each, h.ft., with a purse added by subscription (not to exceed 1 sov. each) for horses which, on or before Feb. 1, 1841, were *bona fide* the property of officers on full pay in the army; to carry 12st. each, and to be ridden by officers on full pay; three miles over a sporting country; winners extra. The second horse received his stake and one-fourth of the purse, after expenses had been paid out of it. The race resulted thus :—

| | | |
|---|---|---|
| Capt. Sir J. G. Baird's (10th H.) "Carlow," 5 lb. extra . . . . . . . . . . . . . . | Owner | 1 |
| Mr. Maddocks's (9th L.) "Creole," 10 lb. extra . | ,, | 2 |
| ,, W. de Winton's (2nd L. G.) "Primrose," 5 lb. extra . . . . . . . . . . . . . | ,, | 3 |
| Capt. Quentin's (10th H.) "India Rubber," . | ,, | 4 |

Twenty starters.

The line lay over some beautiful grazing land about a mile and a half from the town, towards Little Billing, the run in being over rising ridge and furrow to the flags stationed near the mansion of Mr. John Harvey Thursby. The distance was about three miles and a quarter. There were altogether 25 fences, and many were formidable obstacles. The few flags which were deemed necessary were not placed till the horses were nearly ready to start, in order that no one should become acquainted with the direct line selected for the race.

At twenty minutes past four Flies led off, followed by Hussar, down the second field, where they divided, Flies jumping into a bog and falling. Three refused a bullfinch, and Sir James Baird was knocked out of his saddle, but remounted and took the next two fences with only one foot in the stirrup. Hussar and Ulpho jumped the first brook together, while Baronet, Mystery, and Oliver Twist jumped in. Both the leaders refused the second water jump, and Ulpho, landing in the middle with his rider on his back, remained until several others had jumped over him. He then scrambled out, fell head over heels at the next fence, staked himself, and, his bridle coming off, he went away. Oliver Twist also lost his bridle, and many of the field fell in the water. Hussar made strong play in and out of the road, but on turning the flags made a wide sweep towards home, a few others taking the lower ground. Creole and Carlow ran nearly neck and neck to the wall. After jumping the wall Sir James Baird inclined to the right, and, passing in the rear of Creole, took his line for the rails out of the last field but one. By this he gained a threefold advantage, for he obtained an easy jump, was straight for the winning flags, and secured a run in along the land. Mr. Maddocks, on the other hand, continued his course, which enabled Sir James to win by four or five lengths. Primrose was alongside Creole to the hedge, but fell over a thick bush and was pulled up lame. Nothing was near the first three, but India Rubber, maintaining a uniform pace and making no mistake, came in a bad fourth. There were several falls. Robert the Devil tore off both his fore-plates, and Coronet, after landing in a bog, dropped dead. The winner was bred in Ireland in 1830, and was purchased of Mr. Hunt, the owner of Cigar.

## 1843

In 1843, what were called the Grand Military Steeplechases were organised by the officers of the 17th Lancers (then quartered at Leeds), and were held at Wetherby, Yorkshire, on historic racing ground. Prince George (the Duke of Cambridge) was one of the patrons, and he was accompanied to the course by Lord Harewood, Lord Cardigan, Lord Inverary, Sir L. Lister Kaye, Major-General Brotherton, Colonel Markham, and others ; while the band of the 32nd Regiment of Foot attended.

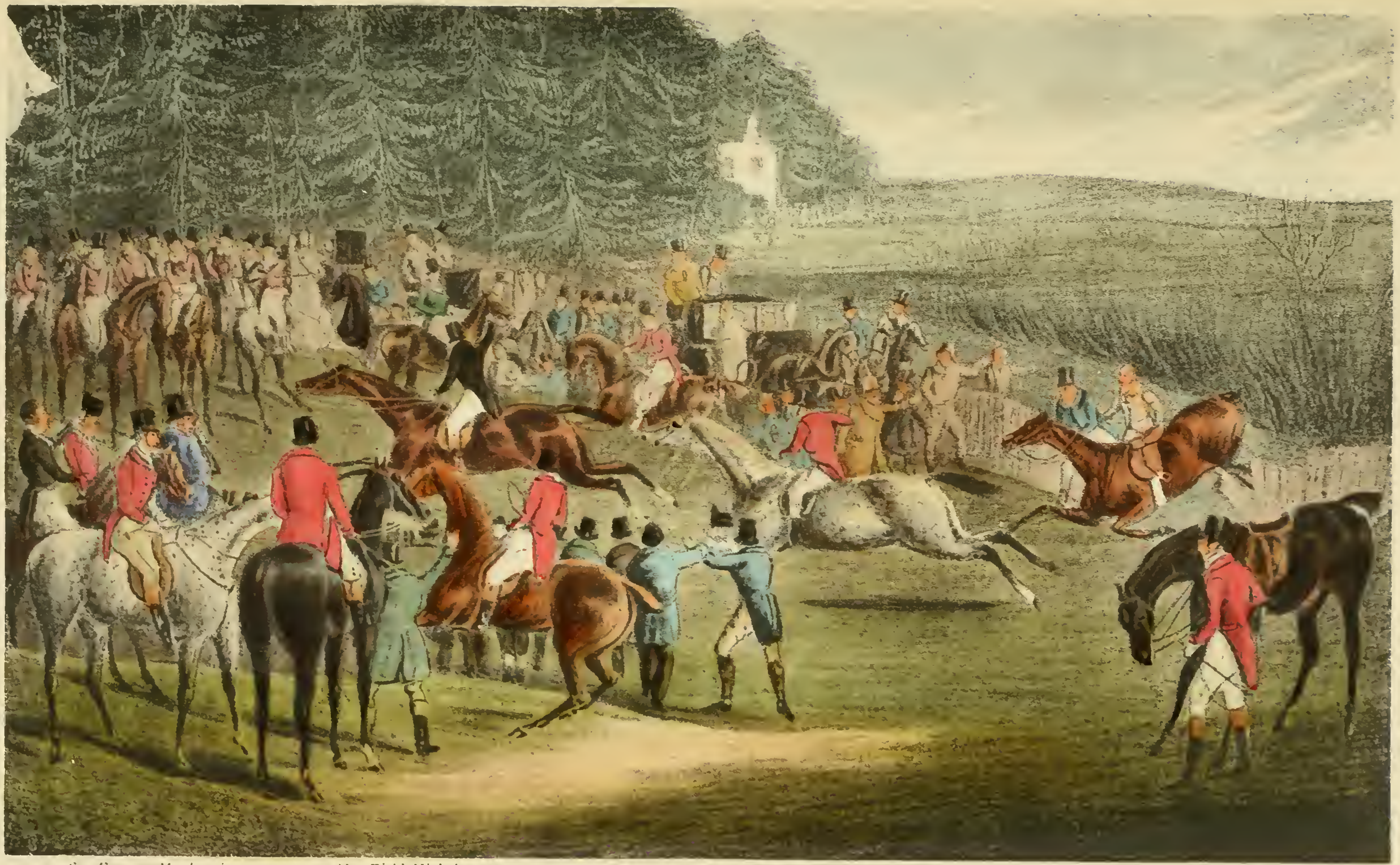
The course was a round one, the line being marked out with scarlet flags, which had to be kept to the left of the riders. The start took place in a field near Linton, and the course was about two miles round, but the former part of the route had to be gone over again, the artificial brook being the last leap but one into the winning field, thereby avoiding the stone wall. The fences in the first round were about twenty-two, and in the second about fourteen ; the distance was 3¼ miles. The ground was nearly all grass, there being only one fallow and two seed fields in the line ; the fences were good, some being strong. One or two horses were staked, but not severely.

There were three races, but they were all confined to officers of the 17th Lancers, so the meeting cannot be considered as a "Grand Military," though it was called so in the columns of *Bell's Life*.

## 1844

In 1844 the venue was again Northampton, where three years before a contest of a similar character had taken place in the same district. Sir Hussey Vivian on that occasion stated it to be his opinion that those gentlemen who had distinguished themselves as good horsemen in crossing a country generally proved the best soldiers in action. The hour fixed for the start in the first race was two o'clock, but it was ten minutes past three ere they started. The riders for this race were weighed in the town.

The line of country commenced on an eminence close to the village of Wootton, about two and a half miles from Northampton, on the road to Stoney Stratford. The starting-field was a large piece of turf called "Mr. Higgins's Great Ground," declining considerably towards the first fence, a bullfinch cut down. The next was a steep declining piece of grass, soft, boggy, and extremely uneven, with a cartway across it, leading to a high but thin bullfinch, beyond which was a small meadow to the brook which divided Wootton and Quinton villages. This stream had a breadth of about nine feet of water, with high and very steep banks, and was that which Lottery and Cigar crossed in the Northampton steeplechase of 1840. On this occasion it was also the most attractive spot, the horses having to cross it both in going and returning, and crowds congregated on either side. The meadow beyond the brook was extensive, soft, and boggy, and intersected by several shallow drains. At the end of it was a stout bullfinch, and on the left was a hayrick, on which was placed the first turning-flag. So far the line had been almost in a straight direction from the starting-field. As soon as the bullfinch was passed the horses turned at nearly a right angle to the left, the steeple of Piddington Church marking nearly the direct line of the turning-flag, which was then out of sight. The next field was of steep ridge and furrow on the left hand, opposite which was the weakest part of the succeeding fence; in the centre was a headland, with a high gate before it, and on the right hand it was level, but the fence opposite to that was very high and stiff, presenting only a single opening, with some rails on the landing side; beyond a small brook, which flowed the whole length of the hedge. Then came an awkward piece of ridge and furrow, with the furrows lying across the line. On the extreme right was an easy gap, but no part of the hedge presented any difficulty. The succeeding field was, perhaps, the most trying throughout the course, being an ascent of exceedingly steep ridge and furrow, enough to shake a horse to pieces. The only escape from this was to cross the ridge and furrow diagonally, and to reach the headland on the extreme right, but Captain Broadley and Mr. Peel alone did so. Next followed a large piece of land declining towards the ensuing fence, which was a strong bullfinch and ditch, and a little beyond it was the most serious fence of the line, a double hedge, with a bank almost wide enough upon which to drive a waggon, with a ditch on the taking off side. Beyond this the ground ascended considerably, and after passing the next flag, placed in a row of sheep hurdles, the line turned slightly to the left over a stout bullfinch, from which it continued to ascend, passing over a bullfinch as stiff as the last to an eminence at Preston Deanery. Here, in the centre of a large field, another flag was placed, the land declining gently to the next fence, and after passing it the turning flag was on the right hand, with a small brook beyond it, within a field or two of Preston Park Wood. After rounding the flag, a considerable sweep was made to the left, the former line


Sir Francis Mackenzie
Mr. Field Nicholson.
Dick Christian.
Bill Wright

THE WINNING POST.

GRAND LEICESTER STEEPLE-CHASE, 12 MAR., 1829. DRAWN BY H. ALKEN.

of running not being entered until approaching the double fence. From this the line was retraced, the finish being at the same point as the start. The flags were passed in going out on the left, and on the right in returning, and the line was very nearly the same as that of the Northampton Steeplechase of 1840. It was two miles out and in.

## FIRST RACE HEAVY WEIGHTS

A sweepstakes of 10 sovs., h. ft., with 100 added for horses the property of, and to be ridden by, officers on full pay of the army; 12 st. each (winners to carry 7 lbs. extra); the second saved his stake, and received a bonus. 4 miles.

| | | |
|---|---|---|
| Capt. France's (Carb.) "Brenda," aged | Owner | 1 |
| ,, Scobell's (17th L.) br. g. "Humbug" | Capt. Broadley | 2 |
| Mr. Barnett's (S. G.) gr. g. "Boxkeeper" | ,, Bell | 3 |
| Lord Cardigan's (11th H.) "Water Witch" | Mr. Peel | 4 |
| Mr. Cator's (R. H. A.) ns "Rival" (late Lutzow) | ,, Willan | 0 |
| ,, Morrett's (R. A.) "Prima Donna" | Owner | 0 |
| ,, Arkwright's (4th L. Dr.) "Cyrus" | Capt. Halkett | 0 |
| Capt. Shirley's (7th H.) "La Gitana" | ,, Sutton | 0 |
| Sir W. Russell's (7th H.) "The Great Western" | Owner | 0 |
| Capt. Jenkinson's (8th H.) "Knight Templar" | ,, | 0 |
| Mr. Thompson's (8th H.) "Whitney" | ,, | 0 |
| Capt. H. Hamilton's (13th L. Dr.) "Tea Fighter" | ,, | 0 |
| Mr. Haworth's (17th L.) "Biped" | ,, | 0 |
| Capt. Markham's (32nd Regt.) "Coatham" | ,, | 0 |
| ,, W. Boyd's (87th R. I. F.) "Mallard" | ,, | 0 |
| Mr. Boucherett's (17th L.) "The Impostor" | ,, | 0 |

Betting:—7 to 2 Boxkeeper; 6 to 1 Water Witch; 6 to 1 Humbug; 7 to 1 Coatham; 10 to 1 each Tea Fighter and Brenda.

The sixteen started in close order, and, after some trouble with the crowd at the brook, Humbug, Water Witch, Rival, and Biped cleared it first, The Impostor, Boxkeeper, and La Gitana getting in or falling. Humbug and Water Witch then led, Brenda third; Rival refused the next fence, and at the fourth jump two were in difficulties. Mallard proceeded along the headland, and fell at the gate. At the seventh fence the field was very much scattered, Humbug, Water Witch, Tea Fighter, and Prima Donna leading; Mallard had another fall and was pulled up, Prima Donna refused the double and turned round for the single, Tea Fighter fell heavily at the eleventh fence, and on coming down the field to the double fence Humbug and Water Witch held a great lead; Water Witch fell here, but ultimately ran up second again with a broken rein and a martingale hanging loose. Humbug and Water Witch were more than half over the extensive meadow towards the brook and close together before any other competitor entered it, Brenda being third with Boxkeeper close in her wake. Humbug was first at the water, but refused. Water Witch, however, jumped it, and then Humbug took it standing, the two leaping the last fence almost together. The mare was then beat and Humbug appeared an easy winner, but Brenda, rushing up, caught him a few yards from the winning flags and won by a length, Boxkeeper beating Water Witch by a neck, three or four lengths dividing her from Humbug.

## 1845

The course this year was at Brixworth and about nine miles from Northampton, the manner in which the riders of the steeplechase of last year were beset by the spectators at the brook, and the latter fences, being, it was understood, the principal reason for removing it to such a distance. The weather was most unpropitious. The weighing for the first race took place at the kennels at Brixworth at twelve o'clock.

The starting field was on a considerable eminence opposite to Brixworth; the fences were about twenty in number, the Brixworth Brook was 13 ft. or 14 ft. wide, and the line was three miles in extent, in the form of an extended oval.

The number of horsemen which hung upon the sides and rear of the competitors as they were running in nearly all the fields adjoining the starting-post, was a serious drawback to the enjoyment of those who looked on, and a great annoyance to the riders.

The chief race of the day was a sweepstakes of 10 sovs. each, h. ft., for horses the property of, and to be ridden by, officers on full pay of the army—12 st. 7 lbs. each; the second saved his stake and received a bonus; the winner had to give six dozen of champagne to the dinner on the day of the race. Three miles; 53 subs.

| | | |
|---|---|---|
| Mr. Barnett's (2nd D.) "Boxkeeper" . . | Capt. Coles | 1 |
| Capt. Powell's (G. G.) "Regalia" . . . . | Owner . . | 2 |
| Sir G. Hampson's (2nd D.) "I'll-See-You-Through-It" . . . . . . . . . . | „ . . | 3 |

Seventeen others started.

When it is considered that twenty horses were spread over two or three miles of country, pursuing different lines, and almost all meeting with some mishap or other, no very clear account can be given. All started well, but Boxkeeper refused the first fence, Don't-Abuse-Me fell at it, went away and was not caught till his bridle became entangled on the leg of another horse, and then

Regalia took up the running, Count Harry refusing repeatedly and Oakstick was not able to maintain the pace. As nearly all the field slipped or made a mistake at the brook, the race was left for decision between Regalia and Boxkeeper, the latter 100 yards behind. At the fence leading into the winning field Captain Powell made for a gap, while the rider of Boxkeeper turned over the fence, and managed to win by a neck, both he and his horse being very much exhausted.

## 1846

"It is satisfactory," wrote a critic in this year, "to find that officers have not only established steeplechases of their own, but are the greatest patrons of them. It is true that the purely military meetings have hitherto been among the very worst that have taken place, but this has generally arisen from an injudicious choice of country. Up to the present year the ground selected for these races has been such as would require the best men, and the best horses to get over it. Who can have forgotten the very first of them? On that occasion twenty-eight horsemen ranged themselves at the starting-post, arrayed in the whitest buckskins, boots of the most undeniable polish, and jackets of satin and velvet, fresh from the hands of the tailor, and glowing with all the colours of a tulip bed. No Derby could show a more imposing start, but what a broken, scattered, discomfited remnant found its way to the winning field. The next was not much better, and the next to that was worse still, but on the present occasion a kind of country more suited to both men and horses was selected. When the neighbourhood was to be chosen, Northampton, which has hitherto had them to itself, bid high, but the palm fell to Leamington, the stewards accepting the offer of the Warwick Race Committee, who gave the use of the stand and course, in consideration of the benefit the town might derive from it."

The weather was again inclement, snow falling all day. The company included Prince George (the Duke of Cambridge), Prince Edward of Saxe-Weimar, the Earls of Warwick and Cardigan, &c.

The line was a little over three miles, and contained twenty-three fences. On the whole it was light, but strong enough, and the ground was in excellent order.

Capt. Powell's (G. G.) "Cinderella" . . Owner . . 1
Lieut. Cator's (R. H. A.) ns "Marengo,"
7 lb. extra . . . . . . . . . . Capt. Busshe 2
Fifteen others started.

A fair start was made, and at the first fence Wiverton in refusing stopped Cinderella, and this, causing a momentary block among all the leaders, brought all up to the fence in a mass. Salute fell and Limerick refused, as also did Regalia. When the brook was passed Cinderella went in front with Satan, Marengo following. When scarcely a mile had been traversed, sixteen horses were still running, though exceedingly drawn out and scattered. Then Twenty-One fell at a fence and brought Tommy Tinkle down with him, the latter's rider in getting up catching hold of a wrong horse. Wiverton was by this time far ahead. At a tall bullfinch with four openings, Major A. fell in a grip, and then Wiverton taking a wrong course lost the lead to Cinderella, Marengo, and Satan. Rainbow fell in the lane, and Satan going on the wrong side of a flag lost his chance. Marengo, who for some little time had been making the running, was then followed by Cinderella, with Regalia some distance away. Presently Cinderella challenged and they ran neck and neck to the stand, when Captain Powell called on his mare, left Marengo, and won by a short half length.

## 1847

"The Grand Military Steeplechases," wrote another critic, "came into the world giving rise to the fondest anticipations, but their progress has not equalled the promise of their birth, and after a few doubtful years they now show symptoms of decline, and unless some means of restoration takes place, the friends of the Grand Military Steeplechase must soon be called upon to witness their dissolution. In many respects the selection of Warwick on this occasion was an excellent one. The course itself was excessively hard, and the few fields in which the line was quitted were no great deal better."

| | | |
|---|---|---|
| Hon. R. N. Lawley's "The Roarer," 12 st. . . . . . . . . . . | Sir E. Poore . . . | 1 |
| Cornet D. C. Buchanan's "Matchless," 12 st. . . . . . . . | Lord Como Russell | 2 |
| Lieut. D'Arcy's "Culverthorpe," 12 st. 7 lb. . . . . . . . . . . | Capt. Powell . . | 3 |

Matchless led, and all jumped the first fence except Edmond, while Tommy Tinkle blundered at the lane. At the fence on to the course Matchless fell, and Culverthorpe led, Major A. in falling giving place to The Roarer, the two leaders going the course together. At the entrance into the meadows on the right of the stand Pullaway refused, and with Tommy Tinkle, who broke down, was out of the race. Culverthorpe[1] next overpulled her rider, Matchless ran into the first place, and the former fell at the brook, Lopez and The Roarer jumping in. This gave Matchless a good lead, but on approaching the hurdles leading into the course Culverthorpe and The Roarer began to draw upon the leader, and both came up to her at the stand. The weight then began to tell upon Culverthorpe, and The Roarer gained the advantage by a neck, Culverthorpe being beaten for the second place by a length.

## 1848

Leamington was again chosen, and on Tuesday the 21st March the snow came down heavily, turning to sleet and being driven about by a boisterous wind. All traces of the line of the brook were obliterated, and not only the meadows on each side of it were overflowed, but on the course near the distance chair the water lay to the depth of more than a foot, and the breadth of more than 100 yards. As it was impossible the brook could be crossed, the line was kept on the left hand of it, leaving out the brook and hill altogether, the start taking place at the distance, the horses going twice over the diminished line, and once and a half over the more extended one. Still, the course was in so many parts covered with water, and with such an awful depth of mud, that, though the chases were just practicable, it was in a state totally unfit for riding over, and prevented the race being won by the horse which really deserved it. The lane which divides two of the meadows on the left hand was completely full of water, presenting all the appearance of a brook, and this was the cause of innumerable mishaps, for, as the horses, after jumping into it, could not see the ditch below the hedge that led out of it, most of them placed their fore feet in the ditch, and fell in attempting to jump. At half-past two, eleven riders sallied forth, to be transformed in a few minutes into a set of guys whose features defied recognition.

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[1] This horse, like some others before and since, was doubtless bought to win the race. He had run at various other places under different owners.

The race resulted thus :—

| | | |
|---|---|---|
| Capt. Dyson's (3rd D. G.) "Master Robin" . . | Owner | 1 |
| ,, Hervey's (13th L. D.) "Mushroom" . . | ,, | 2 |

With the advent of the year 1849 the glory of the Grand Military Steeplechases appears to have been somewhat dimmed, and both the competitors and the management seem to have incurred the charge of being indifferent to the welfare of the meeting, and in 1849 the number of starters was regarded as unsatisfactory. Up to the year 1846 the Grand Military was run in the Northampton district, but on the venue being changed to Warwickshire both the entries and the fields fell off, so in 1851 a change of conditions was made, an attempt to keep out any steeplechase horse which some ambitious officer might have seen fit to buy. This year (1851) the horses were to be the unconditional property of officers on full pay of the army, and that had been regularly hunted in the years 1850 and 1851, with any established pack of hounds, 12 st. each; a winner of a steeplechase or hurdle race, within the four previous years, of the value of 50 sovs., to carry 7 lbs.; twice of 50 or once of 100, 10 lbs.; of 200, 14 lbs.; of 300, 21 lbs.; or of 400, 28 lbs. extra. Any officer who had not ridden a steeplechase or hurdle race was allowed 6 lbs.

There were fifteen starters, and the result was :—

| | | |
|---|---|---|
| Col. Shirley's (7th H.) "Fugleman," 12 st. 10 lb. (inc. 10 lb. extra) . . . . . . | Mr. Fraser | 1 |
| Capt. Dyson's (3rd D. G.) "Hawksworth," 13 st. (inc. 14 lb. extra) . . . . . . | Owner . . | 2 |
| Col. Smyth's (16th L.) "Johnny Oaks," 13 st. (inc. 14 lb. extra) . . . . . . . . | Mr. Mirris | 3 |

The Country Squire went away with the lead to the first fence, a strong flight of posts and rails, dressed with stiff thorn bushes, which all cleared without a mistake. After this The Country Squire and Johnny Oaks alternately made the running to the lane, which was well taken by all except Highlander, and then refusal upon refusal ensued in rapid succession. At the turn for home Johnny Oaks resigned to Hawksworth. The flight of hurdles approaching the distance was hit hard by Hawksworth and knocked down by Fugleman, and half up the distance the latter caught the leader and won a well contested race by two lengths; a good third.

In 1852 the race was remarkable for the number of casualties which happened. The winner was Captain Tremayne's (13th Light Dragoons) Palmerston (12 st.), ridden by Mr. Hutchinson, the second being Lord Cardigan's Proceed, carrying 14 st. and ridden by Captain Peel. From the weight carried I am inclined to think that this Proceed was a well-known steeplechaser of that name, and which had been bought by Lord Cardigan. At the first fence there were several mishaps, and at each succeeding obstacle there were falls and refusals, but eventually Palmerston beat Proceed by a short length, Waterman being two lengths behind the second.

In 1854 the Grand Military meeting was held at Warwick, and by this time a great number of officers had left England for the East, yet a sufficient number were left at home to bring the meeting to a successful issue. Nothing more need be said about the race for the Gold Cup than that the winner was Mr. P. Cook's (11th Hussars) Torrent, ridden by Mr. Wilkins, who won by three lengths from eleven others.

Wherever soldiers go they take sport with them. Polo, cricket, racing, and other amusements have been indulged in to pass away time at Ladysmith and other beleaguered places in South Africa; the Duke of Wellington had a pack of hounds in the Peninsula; and when our officers found themselves in the Crimea in 1855 they promptly organised some steeplechases, which took place on the 3rd of December. The course was a few miles from the English camp, being laid out in a valley between the Monastery of St. George and Kamilsch. The course was naturally made up of artificial fences, with the single exception of the brook. Through the valley there flowed a stream of about a foot wide; but it was fairly deep, and being dammed up and dug out quite a respectable water-jump was made. The course was a mile in circumference, and there were six fences in each mile. The jumps were big enough to test the powers of a hunter. The going was as good as it could be.

The meeting began with a match on the flat between Mr. Dixon's (7th Fusiliers) Little Kate, ridden by Major Wombwell, and Mr. Wilkins's Dinah, with owner up, the former winning by three lengths.

Then came the Grand International Steeplechase, a sweepstakes of 5 sovs. each, with 60 added for horses the property of and to be ridden by officers of the allied armies. The second received £10. Each horse carried 12 st. 7 lbs., and the distance was two miles. The race resulted thus:—

| | | |
|---|---|---|
| Capt. Smith's (R. A.) "Muster Roll" | Major Yelverton, R. A. | 1 |
| ,, Prentis's (S. G.) "The Marquis" | Capt. Ford, 46th | 2 |
| ,, Slade's "Ennis Planet" | Major Hunt, Ennis | 3 |
| Mr. King's (11th H.) "Prince Rupert" | Sir W. Gordon, 17th L. | 0 |
| Brig.-Gen. Laurenson's "Signal" | Owner | 0 |
| Mr. Wilkinson's (11th H.) "Charlie" | ,, | 0 |
| ,, Williams's (R. H. A.) "The Half Pint" | ,, | 0 |
| ,, G. P. Price's (11th H.) "Old Tom" | Capt. Connel, R. A. | 0 |
| Lieut.-Col. Campbell's (46th) "Sir James Mason" | Owner | 0 |

Signal led over the first fence, where Sir James Mason and The Half Pint came to grief and were not persevered with. At the next fence The Marquis came down heavily, but all cleared the brook except Charlie, who gave his rider an ugly fall. The next three fences were cleared without a mistake, Signal, pulling hard, leading up to the last hurdle, where he fell and rolled over his rider, who, though too late, speedily remounted. The Marquis now came up and, with Muster Roll, raced home.

The next race was the renewal of the Alliance Cup, a sweepstakes of 3 sovs. each, with 40 added, for all horses (the winner of the first race excluded); the second received 10 sovs.; 11 st. each; two miles; won by Major Biddulph's (R. A.) Viking, owner up.

The Traktyr cup of 20 sovs., for horses the property of and to be ridden by officers of the French and Sardinian armies, was won easily by Captain Jouve's Francais, beating ten others.

The Sebastopol handicap, a sweepstakes of 2 sovs.

each, with 25 added, for all ponies 14 hands 2 inches and under, one mile, was won by Captain Campbell's (R. A.) Portia, 10 st. 7 lbs. (owner); and a free handicap of 25 sovs. added to a sweepstakes of 2 sovs. each, for all horses, one mile steeplechase course, was won by Mr. Baker's (18th) Kathleen, 11 st., ridden by Captain Daniell (38th).

In 1858 the Grand Military was held in conjunction with the Pytchley Hunt Steeplechases, near Northampton. The conditions for the Gold Cup were that the horses were to be the *bona fide* property of officers on full pay of the army, staff and embodied militia—12 st. each. The winner, who carried a 5 lb. penalty, was a gelding by Magnet, owned and ridden by Viscount Talon. This gentleman was afterwards the Marquis Talon, well known on English race-courses and in society generally.

The year 1859 saw the Grand Military authorities throw over the course near Brixworth in favour of that at Sutton Coldfield near Birmingham, an arrangement which met with much disapproval. People said that it was unwise to abandon a fine hunting country like that around Brixworth, a locality "intimately allied with our aristocracy and yeomen farmers," for a district owing its chief support to the working and middle classes. The Executive were accused of offering themselves to the highest bidder, and the Birmingham authorities offered very liberal terms. The number of subscribers exceeded that of any previous meeting; but in consequence of the course having been run down not half of the subscribers named their horses, and fields ruled small. The Sutton Coldfield authorities, however, did their share, and when the meeting was over every one admitted that the arrangements for the preservation of order and the convenience of the competitors and public left nothing to be desired. A communication was forwarded to the stewards of the French Jockey Club, to the effect that officers of the French army on full pay could run their horses in three of the races at the meeting; but as was the case in the previous year the Marquis Talon was the only representative of France, his horse Young Magnet running third, the winner being Captain Hunt's Goldsmith, who, ridden by his owner, carried a 10 lb. penalty. The Hunt Cup is only mentioned because of the fact that Mr. "Edwards" (George Ede) and Mr. "Thomas" (Mr. Pickernell) rode the first and second, the former on Ben Land's Odiham, and the latter on Mr. Pryse's Paymaster.

The year 1860 saw the Grand Military once more at Northampton, where twenty years earlier the first Grand Military meeting was held under the stewardship of Lord Cardigan, General Gilbert, and Col. Quinton, all hard riding men in their day, and the series was only broken by the Sikh war, which in 1846 caused the races to be suspended. The town of Northampton acted very liberally on this occasion, giving £100 to the chief military race, and another hundred to an open race, while Lord Southampton's Hunt made a valuable contribution. The winner of the Grand Military Gold Cup was Captain's Anderson's (R. D. G.) The Hermit, who, ridden by his owner, won by about ten lengths.

For some reason or other people appeared to think that the Grand Military Steeplechases should not be run in the shires, and, as was the case with the Grand National Hunt when it was removed from Market Harborough, when, as already mentioned, the soldiers elected to go to Sutton Coldfield, there was an outcry which was renewed in 1861 when the Grand Military was held at Cheltenham, on the day before the Grand National Hunt Steeplechase. The winner of the Gold Cup was the Hon. F. G. Ellis's Inniskilling, ridden by his owner; the second horse was Captain Tempest's The

Warrior, and the third the Marquis Talon's Laudanum. Of the Marquis Talon I have already spoken, and Captain Tempest has been referred to as the rider of Hall Court in the Grand National.

Rugby was the *locus in quo* in 1864, the winner being Major Wombwell's (12th Lancers) Bell's Life, ridden by Captain Smith, and in the owner of the winner the reader will recognise Sir George Wombwell, who took part in the charge of the Light Brigade at Balaclava, and was a master of the York and Ainsty Hounds.

In the same year in December the Reading course was selected for some military steeplechases, and there was a good deal of grumbling because the water-jump had to be taken for the second time almost at the finish. This unwise arrangement was said to have been due to the fact that as five shillings was charged for admittance to the Grand Stand, which faced the water-jump, the Executive thought that the occupants thereof should see some fun for their money.

Again in 1865 did the soldiers join hands with the Executive of the Rugby Hunt Steeplechases. At the Warwick meeting held just previously a report was industriously circulated to the effect that the Grand Military meeting would not be able to be held at Rugby but would have to come off over the Warwick course. That, however, was not the case. The weather was inclement, snow falling so heavily just before the race for the Gold Cup was started that, at a few yards distance, it was impossible to see the colours of the riders. Luckily, however, the snow ceased in a few minutes, at least for a time. The race resulted in a surprise. Merrimac was favourite, and Mr. Stevenson's Glencairn started at 10 to 1. The latter, however, soon took the lead, but refusing the fence before the brook, rather an awkward jump, he became the absolute last. This happened three or four times in the race, yet he was possessed of such a turn of speed, that he recovered his place after each refusal and eventually won by a couple of lengths.

If the alleged "first steeplechase on record" ever did take place, history repeated itself on the 21st of August 1866. While the officers of the 17th Lancers were at mess a match was made between Mr. Walmesley and Mr. Edgell to ride across country by moonlight from Aldershot to Ash Station for £10 a side, the riders to wear their night-shirts over their mess dress, and not to ride more than 100 yards of road altogether; distance about 3½ miles. About 10.30 P.M. the whole party, consisting of 25 horsemen (including officers from the 3rd and 8th Hussars), went to the starting-point. The moon shone brightly, but a thick mist hung heavily over a great deal of the country to be crossed, in some places rendering it almost impossible to see the fences at all. Both horses went away at a good pace, Mr. Walmesley leading over the first three fences, two of which were timber, the third being a rotten bank out of a lane, which fully tested the powers of his well-known old grey The Pup. Mr. Edgell then came up, and both crossed a post and rails. They soon reached some low ground, where the fog almost entirely obscured the fences, and the pace, which had up to then been good, became slow, and both horses had some narrow escapes over the awkward places which had to be crossed. The first check occurred at a gate, where both refused. Mr. Walmesley eventually cleared it, but Mr. Edgell forced his horse through it, literally smashing the gate to pieces. The crash was heard distinctly in the stillness of the night a quarter of a mile off. The riders, then guided by the signal lights of Ash Station, kept well together till both jumped simultaneously into the road, about 80 yards from the winning post. An exciting race ensued, Mr. Edgell passing the post first by little more than a head. Several fields of standing corn compelled the riders to deviate from the direct course which they would no doubt have followed, judging from the straight riding where the crops did not interfere.

Returning to the Grand Military, that frightful scourge, the rinderpest, was responsible in 1866 for the meeting being removed from Rugby and Northampton to Warwick, the Spring meeting at that place being augmented by the soldiers' two days' racing.

It will be seen from what has been written above what the earlier Grand Military Steeplechases were like, and the following table gives the result of the Gold Cup race from 1867 to the present time. Space precludes taking the Grand Military meetings year by year.

## GRAND MILITARY STEEPLECHASES

### GOLD CUP RACE, 1867–1899

*Name of winner, with place of meeting, owner, rider, and number of starters*

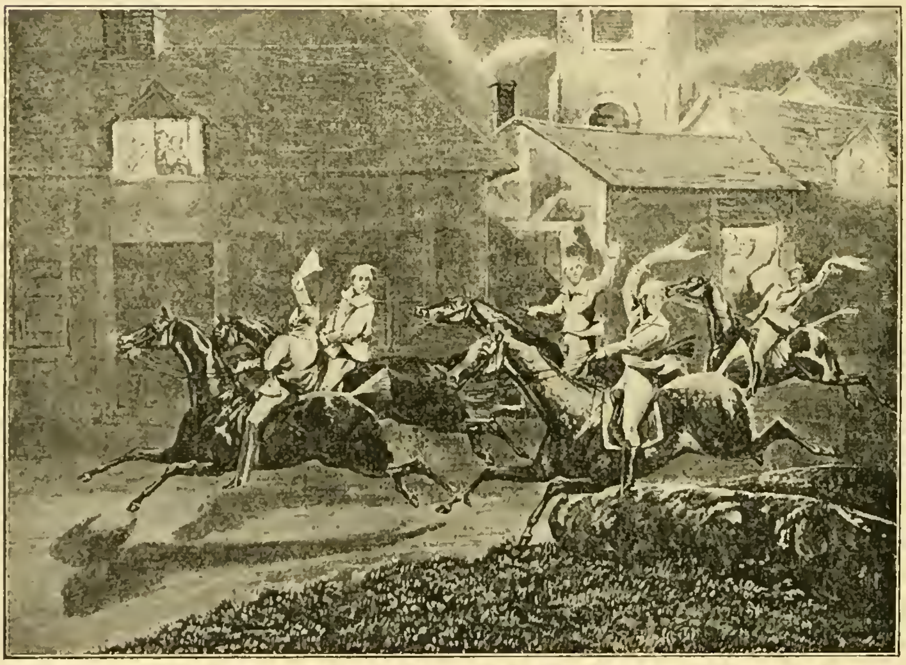
| | | | | |
|---|---|---|---|---|
| 1867 | Aintree | Mr. George na. "Tally-Ho," aged, 12 st. 10 lb. | Mr. Gerrard | 6 |
| 1868 | Rugby | Capt. Brabazon's b.g. "King Arthur," 6 yrs., 13 st. | Col. Knox | 10 |
| 1869 | Rugby | Capt. Coleman na. bl.g. "Juryman," 6 yrs., 13 st. | Mr. Pritchard | 12 |
| 1870 | Rugby | Lord C. Innes Ker's "Knockany," 6 yrs., 12 st. | Col. Knox | 10 |
| 1871 | Windsor | Mr. H. R. Ray's "Donato," aged, 12 st. | Mr. Pritchard | 10 |
| 1872 | Rugby | Major Byrne's b.h. "Charleville," aged, 13 st. | Mr. H. Browne | 8 |
| 1873 | Rugby | Mr. Heron Maxwell's "Revirescat," aged, 12 st. 10 lb. | Mr. W. H. Johnstone | 16 |
| 1874 | Rugby | Capt. Ray's "Marc Antoine," 6 yrs., 12 st. | Col. Harford | 10 |

## GRAND MILITARY STEEPLECHASES (*continued*)

| | | | | |
|---|---|---|---|---|
| 1875 | Rugby | Col. Byrne's "Lady Sneerwell," aged, 12 st. | Mr. W. H. Johnstone | 5 |
| 1876 | Rugby | Lord Downe's "Earl Marshal," 5 yrs., 12 st. 10 lb. | Mr. W. H. Johnstone | 3 |
| 1877 | Esher | Mr. Fitzroy's "Chilblain," aged, 12 st. 7 lb. | Mr. W. B. Morris | 10 |
| 1878 | Esher | Capt. A. Paget's "Chilblain," aged, 13 st. 7 lb. | Mr. W. B. Morris | 7 |
| 1879 | Esher | Mr. H. Fenning's "Boyne Water," aged, 13 st. | Mr. M. J. Hartigan | 9 |
| 1880 | Rugby | Mr. H. S. Dalbiac's "Cymrw," aged, 11 st. 7 lb. | Owner | 9 |
| 1881 | Esher | Mr. F. Waldron's "Lobelia," 6 yrs., 12 st. 3 lb. | Mr. Lee Barber | 8 |
| 1882 | Esher | Lord Manners's "Lord Chancellor," 6 yrs., 13 st. 7 lb. | Owner | 8 |
| 1883 | Esher | Col. Murray's "Beaufort," aged, 12 st. 7 lb. | Mr. Lee Barber | 6 |
| 1884 | Esher | Major Tidswell's "Larva," 5 yrs., 11 st. 7 lb. | Mr. J. B. Murdoch | 9 |
| 1885 | Aylesbury | Capt. C. B. Childe's "Scorn," aged, 12 st. 7 lb. | Mr. Barton | 3 |
| 1886 | Aldershot | Capt. Childe's "Standard," aged, 12 st. 7 lb. | Mr. T. Hone | 9 |
| 1887 | Esher | Capt. Fisher's "Dalesman," 6 yrs., 11 st. | Owner | 9 |
| 1888 | Esher | Mr. H. T. Fenwick's "Bertha," 4 yrs., 11 st. | Mr. Onslow | 7 |
| 1889 | Esher | Mr. B. W. J. Alexander's "St. Cross," 6 yrs., 11 st. | Capt. E. R. Owen | 8 |
| 1890 | Esher | Lord Annaly's "Lady Sarah," 4 yrs., 10 st. 7 lb. | Capt. Little | 11 |
| 1891 | Esher | Capt. A. E. Whitaker's "Hollington," 5 yrs., 11 st. 12 lb. | Capt. C. Lambton | 11 |
| 1892 | Esher | Capt. A. E. Whitaker's "Ormerod," 4 yrs., 10 st. 7 lb. | Capt. Bewicke | 7 |
| 1893 | Esher | Mr. H. L. Powell's "The Midshipmite," aged, 13 st. 7 lb. | Major Burn-Murdoch | 7 |
| 1894 | Esher | Capt. Michael Hughes's "Æsop," aged, 13 st. 7 lb. | Major Burn-Murdoch | 8 |
| 1895 | Esher | Mr. Eustace Loder's "Field Marshal," aged, 12 st. 3 lb. | Mr. Crawley | 11 |

## GRAND MILITARY STEEPLECHASING (*continued*)

| | | | | |
|---|---|---|---|---|
| 1896 | Esher . . | Capt. J. A. Orr-Ewing's "Nelly Gray," aged, 11 st. 7 lb. . . | Mr. D. G. Campbell . | 5 |
| 1897 | Esher . . | Col. G. H. Gough's "Parapluie," 6 yrs., 11 st. 7 lb. . . . . | Mr. D. G. Campbell . | 11 |
| 1898 | Esher . . | Major Fenwick's "County Council," aged, 11 st. 7 lb. . . . | Major Onslow . . . | 11 |
| 1899 | Esher . . | Capt. Murray-Threipland's "Lambay," 6 yrs., 13 st. . . . . | Owner. . . . . . | 9 |

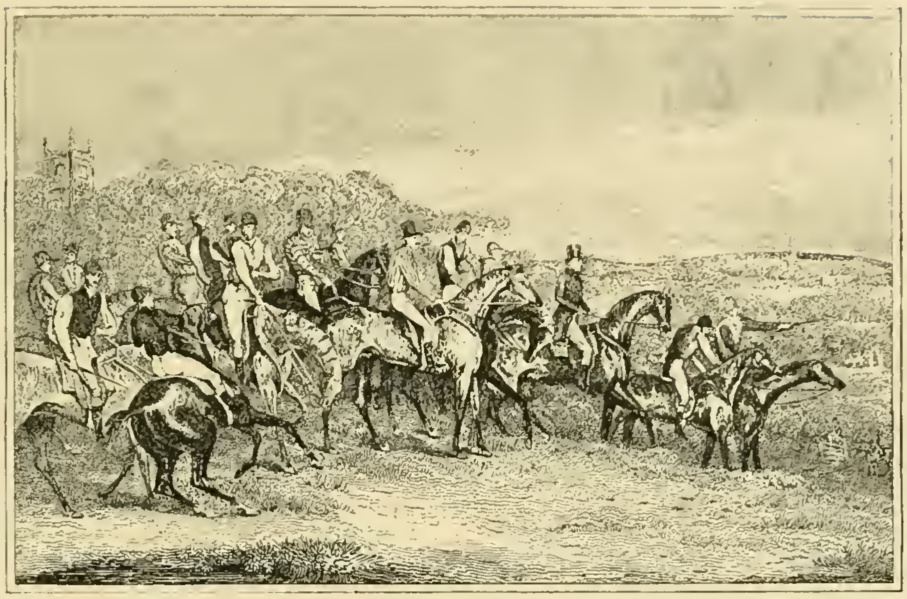


THE FIRST STEEPLECHASE ON RECORD

# CHAPTER VII

## VARIOUS RACES

1820–1837



A STEEPLECHASE IN BEDFORDSHIRE IN THE THIRTIES

# CHAPTER VII

## VARIOUS RACES

### 1820–1837

### December 1820

BY the year 1820 we find a chronicler of the time stating that the system of steeplechasing, dangerous in the extreme, had become a favourite amusement with the young fox-hunters of the day. Two of them, at any rate, members of the New Farley Hunt, in Hampshire, proved their liking for steeplechasing by making a match to ride a sixteen-mile race over a country for 200 guineas. They started near Hartford Bridge and finished near Mortimer, and between these two points lay Strathfield-saye, whose park was to be skirted. Mr. Price and Mr. O'Connor rode their own horses, and there was much betting upon the result. What part the guides played in the contest we are not told, but they were elected and took their stations. Whether it was owing to the suggestions made by the guides, one does not know; but the jockeys took widely different lines to reach the winning place.

Mr. Price started off in the direction of Heckfield Heath, by the residence of Mr. Lefevre, M.P., thence steering a course towards Swallowfield, through a covert and on to Motley Farm, where Mr. Price found himself in an exceedingly stiffly-fenced country, and after jumping a number of formidable obstacles, refused to have anything to do with a dozen feet of open water which came in the line. Mr. O'Connor's mount, though not so fast as Mr. Price's mare, was ridden in the direction of Turgis, Strathfieldsaye being skirted on the west. The horse jumped faultlessly during the whole of this long journey, is said to have covered the distance in an hour and ten minutes, and won easily.

## 1822

On Tuesday, the 29th January 1822, Messrs. Bartleman, Howard, and Gibson rode for a sweepstake of 25 guineas each, from Bradford Hall, Herts, then the residence of Mr. Standish, to Elston, a distance of no less than twenty-three miles. Mr. Bartleman's mare fell at a high fence, but the other two kept close together until half a mile from the finish, when Mr. Howard came away and won rather cleverly, leaving far in the rear those who had been riding with the competitors.

Prior to All Fools' Day, 1822, a report was industriously circulated in the neighbourhood of Rochester that Mr. Comfort's fine pack of foxhounds would meet at six o'clock on the morning of the 1st of April, and proceed to draw the Elms covert in the neighbourhood of Upnor. A large number of people, including several officers of the Coldstream Guards, apparently forgetting what day it was, met at the appointed time, and after waiting in vain for a long time without seeing a sign of hounds, it occurred to the assembled party that they had been hoaxed. Some one, however, suggested that after the trouble of turning out so early it would be a pity to separate without enjoying some kind of sport, so ten of those present entered into a sweepstake of 5 guineas each for a steeplechase to Chalk, a distance of six miles, the winner being Mr. Harvey's Ranter, for which he refused 300 guineas offered him on the field.

These point-to-point races must have been very exciting affairs when, as occasionally happened, the competitors lost sight of each other for a time, as did Mr. Coxhead, Captain N. Peters, and Mr. Rowbottom, who rode across country for a stake of 20 guineas each from Frimley Furzes, near Blackwater, to Arborfield, said to be eighteen miles in a straight line. The first five miles lay over heath land, but on reaching Topham covert the three riders separated, each taking his own line through a woody country, and only viewing one another again at Shenfield Common, where Mr. Coxhead pushed along, reaching Arborfield churchyard in an hour and three minutes from the time of starting, an impossible performance. Captain Peters came in six minutes later, while Mr. Rowbottom's horse came down heavily, and was unable to do any more galloping and jumping.

Just about the time when the hoax was played on Mr. Comfort's followers near Rochester, the dwellers round about Haverfordwest saw the first steeplechase that took place in that part of Great Britain. This took the form of a match for 100 guineas over an eight-mile course, the competitors being Mr. Morgan James on his famous horse Sir Peter, and Mr. B. Williams on his scarcely less renowned hunter Bergami. Sir Peter led for five miles, when he became planted in a field near a brook and gave up, leaving Mr. Williams to complete the course alone, in which circumstances one would suppose that he eased his horse, yet thirty-one minutes and a half is the time given for the eight miles.

## 1823

On the 3rd of February 1823 the great match between Captain Forester and Major James took place, from Colebrook to Farnham. While crossing Lord Braybrook's park, Major James's horse fell; his rider broke his collar-bone and could not continue the race, whereupon Captain James, the Major's nephew, forthwith challenged Captain Forester to ride against *him* for 2000 guineas over a course of twenty miles. The challenge was accepted, and the event was to come off within a month, but I cannot discover that the race ever came off.

The 6th of March 1823 saw John Mytton of Halston ride a four-mile steeplechase against the Hon. C. Trevor, from Pradoe to a spot near Nescliffe. Mytton rode his fine hunter Beppo, and Mr. Trevor his mare Lady Jane. The start took place at a quarter to twelve, and in a quarter of an hour Mr. Trevor had decisively beaten Jack Mytton, who, finding that he had no chance of overtaking his antagonist, turned off to join the hounds which he heard in the distance. At that time the accepted rules of steeplechasing forbade a rider to go more than a hundred yards along any road, and on measuring the ground it was discovered that Mr. Trevor had ridden along one lane a distance of a hundred and five yards, consequently the match was declared undecided, and the stakes were left to make a fresh match to be run on the following Wednesday; but it did not take place, Lady Jane being amiss as the result of her exertions in the first race. Mytton rode 14 st. 7 lbs. and Trevor 12 st.

Now that steeplechasing of a kind had been fairly set on foot matches took place everywhere, the horses being for the most part ordinary hunters, and the stakes small. In April 1823, for instance, Captain Marks and Messrs. Hamilton and Jeffery, of the Snowdon Hunt, rode a steeplechase near South Mimms, each of the competitors taking a different line, Captain Marks proving to be a somewhat easy winner. I have before drawn attention to the fact that the times given for the races run over long courses of eight, ten, twelve, and more miles appear to be exceedingly fast, and it must be remembered that these races were not run over galloping courses which, if big, were carefully prepared and flagged, but over a natural country, where fences had to be taken at a moderate pace, and over which men had to look where they were to go next. There is, however, one curious fact which I have noticed in examining all the old records, and that is the pace, almost without exception, works out to about sixteen or seventeen miles an hour. No matter whether the races were run near London, in the north, the south, the west or the east, men are reported to have made their way over rough countries for sometimes twenty miles at an average pace of a mile in less than four minutes, for forty, fifty, and even for seventy minutes or more at a stretch. Personally I should not have deemed such a feat possible, and the only curious thing is that the same rate is reported from so many different places a great distance apart. One explanation may be that the distances actually covered were less than those intended to be covered, and that men in one district hearing that there had been an eight-miles steeplechase in another county, determined to have one in theirs of the same length, but both courses being a short measure the times tallied as nearly as may be.

## 1824

As an illustration of the above remarks, a steeplechase which took place in October 1824, near Dundee, may be cited. The course was from the top of Dundee Law to the top of Kilpurnie Hill. The distance between the two, measured in a straight line, is given as seven miles and a half; but the shortest practicable route was said to be nine or ten miles. The Hon. W. Maule of Panmure, M.P., Colonel Fotheringham of Pourie, and Mr. R. Douglas of Brighton were the competitors. The two first-named riders rode as straight as they could manage to go, but the more wary Mr. Douglas chose a more circuitous route, availing himself (in defiance of the then accepted rules of steeplechasing) of the turnpike road for some miles! He won by a mile, and his time was said to have been thirty-five minutes for a distance over ten miles at least, and supposed to be much more.

Among the races taking place at the end of 1823, or at the beginning of the following year, was one near Newcastle-upon-Tyne, which is only mentioned because Captain William Healey rode his hunter Hookey Walker, by Woldsman, and in the course of the race is said to have jumped the Great Burn, twenty-seven feet of deep water. It seems to have been known that the Captain would ride at the Burn, so a crowd, said to have been numbered by thousands, and including, it may be taken for granted, many of the sport-loving pitmen, assembled in expectation of seeing the Captain and his horse get in. To help him out in the event of such a contingency, men were stationed on the banks with ropes; but their aid was not required, as Hookey Walker jumped the Burn, with something to spare, and won the race easily.

## 1826

Passing over a number of unimportant chases, in many of which members of the Farley Hunt figured, we come, in 1826, to a challenge, for nothing ever came of it, by Mr. Richard Bulkeley Williams, who, being a very young man, one evening after dinner offered to ride four miles across Leicestershire against any man, or any horse, for the sum of 1500 guineas. Such an offer was not likely to go long begging, and Mr. Ducie (afterwards Lord Morton), on behalf of himself, Lord Kennedy, and Captain Ross, accepted the challenge, the three standing 500 guineas apiece, and as soon as ever terms were arranged, Captain Ross sent a letter to Dick Christian to secure his services as jockey ; but, as above mentioned, they were not required.

## 1830

Among the curiosities of steeplechasing may be mentioned a match in which the owners were two brothers, Messrs. T. and H. Bainbridge, whose horses, a black and Little John, were ridden by Captain Becher and Mr. Crommelin respectively. The stakes were £100 a side ; the weights 13 stone each ; and the course was from near Hayes to Harrow, taking the river Brent *en route*. Little John took the lead, but swerving at one of the early fences, Captain Becher took the black horse, who jumped freely, to the front, but he was afterwards pulled back so that Mr. Crommelin should give the Captain a lead over the Brent, which he did. The black horse refused the first time, but ultimately jumped the water and was not long in catching up Little John, after which the two went on side by side at a good pace for some distance. Half a mile from home both horses were tiring fast, and refused a somewhat formidable fence. Captain Becher on the black horse was the first over, and in the last field but one led by about a length only, but at the last fence the black swerved towards a gap, whereas Mr. Crommelin's horse jumped the fence cleverly enough, but fell heavily on landing in the winning field, "the moment," says the report, "the other passed the gap, making the race a dead heat," though why should that have been the case unless the last fence, or rather the other side of it, was the winning post? Then it was disappointing to both Mr. A. Pierson and Mr. Carr, whose horses ran a fine race in Norfolk in April 1833, that after keeping together for nearly the whole of the four miles it should not have been decided who was the winner, so both owners claimed the stakes.

## 1833

In giving an account of a steeplechase that took place from Weston Wood to Gravenhill, in the Bicester country, on the 7th of March 1833, the writer thereof, on the strength of one of the competitors being Mr. Deacon's Jack Tar, let himself go, in nautical phraseology. He set out by calling the race "a trimming affair," and in describing the finish said that "Jack Tar unreefed all his canvas to the wind, came up with a wet sail, and arrived first in port with flying colours;" the fact of both horses having jumped into two of the three brooks may perhaps have had something to do with the "wet sail."

That inveterate matchmaker, Colonel Charretie, ran his famous grey Napoleon (10 st.) against Mr. Whistler's The Countess (10 st. 5 lbs), starting from a field three miles on the Northampton side of Dunchurch, the finishing point being a windmill three miles distant. Napoleon won easily, in spite of a fall, though the betting was much in favour of the mare. A few days later (March 26) in another match Napoleon was beaten by Mr. Clutterbuck's Clipstone, ridden by Mr. Osbaldeston.

We are now well into the period covered by the St. Albans steeplechases, yet since steeplechasing became fashionable scarcely anything is heard about it in Yorkshire; but it took root there at last, and on Thursday, the 14th of March, a steeplechase on a somewhat large scale took place near Doncaster, whither "the extreme novelty" caused many to wend their way. The four-mile race began in a field near Green House, on the right of the road leading from Doncaster to Thorne, a flagstaff near Rossington Bridge marking the finish. The race was by no means devoid of incident. Mr. Martin's Cantley nearly came down at the first fence, he refused a drain, and in company with Mr. Brooke's Pontefract jumped into a double, and not being able to get forward or back, the pair had to go some way up the fence until an opening presented itself, and then Cantley cannoned against Pontefract, whom he knocked over. Mr. Addegman's Rossington got rid of his rider; the well-named Balkrail had a heavy fall over the second flight of rails, and took no further part in the race, nor did Pontefract. Eventually Mr. Willmott's Red Rover won a fine race by half a neck from Mr. Brooke's Pontefract, with Mr. Betcher's Proction a good third. The time was given as 13 minutes 30 seconds for the four miles—at the rate of a mile in 3 minutes 22 seconds—nearly sixteen miles an hour again. After the race a dinner took place, at which about a hundred were present, and every one had so enjoyed this the first steeplechase in the district that it was then and there resolved that a similar chase should be held annually on the second Tuesday in March.

Mention has already been made of a race or two in Scotland, and in the year 1833 there were a couple which were of sufficient importance to record here. The first, for which there were eight starters, took place on the 1st of March over a four-mile course near Edinburgh, the starting-point being about a mile to the west of the Livingstone and Bathgate road, the "winning beacon" being placed in Dechmont Great Park. The line was all over grass, and there were twenty-three fences, chiefly high stone walls, but there were several other fences, including a wide brook. The line was chosen by Major Shairp, the umpire, who, to show that he considered it a perfectly fair course, rode fence for fence with the competitors, his mount being a fine hunter of Mr. Ramsay's, that gentleman running another, named Rattlesnake, in the race. The Major's horse jumped a brook in flood, clearing 27 feet. Mr. Dyer's Navarino, ridden by his owner, gained a somewhat easy victory; Mr. Scott's Twilight was second into the winning field, but Mr. Spiers, his rider, finding that he could not win, eased him, so Mr. Asher's Coupcart, ridden by his owner, beat Twilight for second place. Mr. Wilkie's Rainbow came in fifth, after giving his owner four falls on the way. The time was given as 13 minutes.

On Monday, the 25th of March, there took place a series of five four-mile steeplechases between horses belonging to Lord Eglinton and Mr. Edington of Glasgow. The horses were to be ridden by gentlemen riders.

In the first race Lord Eglinton rode his horse, and Mr. T. Annesley that of Mr. Edington. The latter led till close to home, when his horse refused, so Lord Eglinton went on and won.

Second race.—Lord Eglinton's horse was ridden by Mr. Gavin Hamilton, Mr. Edington riding for himself. Again did the Glasgow gentleman's horse make the running, but his owner took him the wrong side of a flag, and had to return fifty yards, yet he was within a length of the winner at the finish.

Third race.—Lord Eglinton and Mr. Annesley were the jockeys, as in the first race, and this was won easily by Lord Eglinton, the other horse falling and rather hurting his rider.

Fourth race.—The same riders as in the third, and this time Mr. Edington's horse won, his opponent's refusing the Powburn.

In the fifth race Mr. Gavin Hamilton for Lord Eglinton beat Mr. Edington by three lengths. The Powburn brook, which it seems had to be jumped twice in each race—the course was a parallelogram — was fifteen feet wide at each place, but whereas it was an open water jump the first time, there was a hedge in front of it where it was crossed the second time. The races began at noon and finished at three, and this was, so far as can be discovered, the longest steeplechase programme that had yet been met with. Lord Kelburne, afterwards Lord Glasgow, of Turf fame, was umpire, and right well he rode about to points to enable him to see what the horses were doing.

Two days prior to the above races being decided, that is to say on the 23rd of March, a couple of races took place on the same day in the Pytchley country, ten horses (at 20 sovs. each) starting from a field close to Brixworth to run to a point in Cottesbrooke cow-pastures. Two brooks came in the line, and the fences, though stated not to be particularly severe, were numerous enough. Mr. Evans' famous Grimaldi, with Mr. Osbaldeston up, refused the fourth fence so sharply that the Squire could not help cutting a voluntary, and, as misfortunes never come singly, Grimaldi fell backwards into the first brook; Mr. Wesley's Lily held the lead from the start until within half a mile of home, when she fell, leaving Mr. Solloway's Daring Ranger to win easily. The second race was a much more exciting affair. Seven started, and for the last mile of the course Mr. Cox's Quaker and Mr. C. G. Fletcher's Don Cossack ran almost neck and neck, clearing the last fence together, Don Cossack covering three-and-twenty feet. By this he gained a little ground, and after a good race won by a couple of lengths.

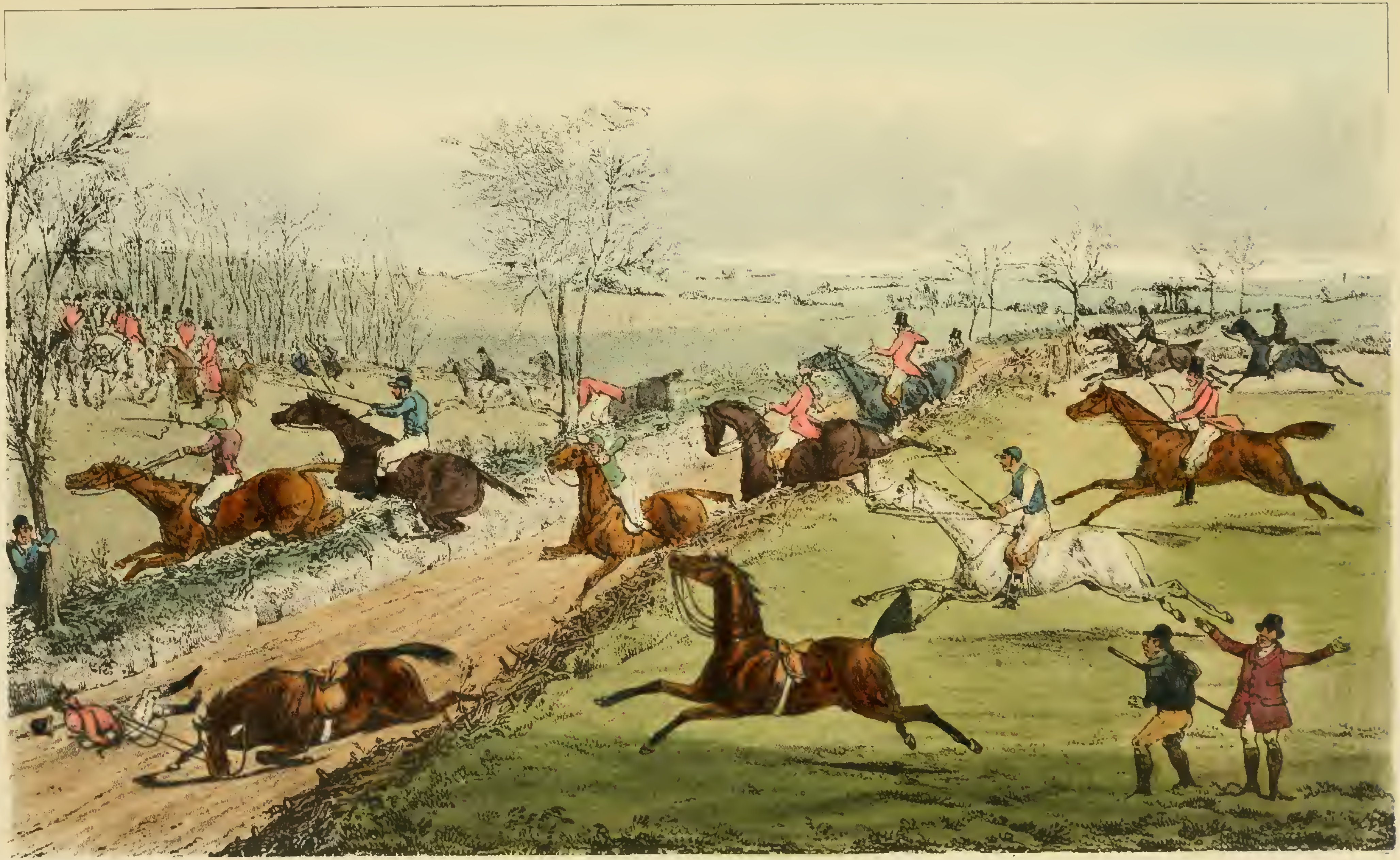
The 30th of March saw eight well-known horses start for a sweepstake of 25 sovereigns each in the Amersham country, this being one of the many steeplechases arranged during the thirties in the metropolitan district. Mr. Solloway's Daring Ranger came in second, but as he was on the wrong side of the flags he was disqualified.

The race finished thus:—

| | | |
|---|---|---|
| Mr. Anderson's "Arbutus," | Mr. W. Weston | 1 |
| ,, Kent's "Jerry," | Captain Becher | 2 |
| ,, Fairlie's "Antelope," | Mr. W. Bean | 3 |
| Lord Pembroke's "Peverel," | ,, Anderson | 4 |
| Mr. Munroe's "Nell Gwynne." | "A noble Lord" | 5 |
| ,, Horn's "Zigzag," | J. Mason | 6 |
| ,, Caldecott's ch. g | Mr. Fielding | 7 |

The race started in a field close to Chalfont and ended in a meadow just outside Amersham; but the race was not thought much of, the verdict being that "the ground was light, the fences easy (there was not even a hurdle in the last half mile), the distance short, and the affair altogether more like racing than steeplechasing."

Mr. Fairlie's Antelope, one of the competitors in the above race, was a mealy bay with a white off hind leg. He was got by Peeping Tom—a mare by Recruit,



A STEEPLE-CHASE. THE SUNKEN ROAD. DRAWN BY H. ALKEN.

Grand-dam by Old Dart—Hambletonian. Mr. Fairlie bought him from Anderson, the dealer, and his portrait, with Bill Bean up, was painted by Laporte and engraved by Romney. The artist selected his subjects just as Bill Bean had collected his horse preparatory to jumping a big bank, on the top of which were some rails, while running in one of the St. Albans steeplechases.

A steeplechase which came off on the 16th May in Somersetshire reads rather like a chapter of accidents. Eight horses started from Bean Wood, near Pucklechurch, to race to Taghill, a distance of four miles. There are said to have been no fewer than ninety fences, all of them with wide ditches, but the hedges were not particularly high.

There were eight starters, of local fame only, and of these Taffy, ridden by Mr. Belt, was the winner, owing, it was said, to the jockey's knowledge of the country, for he elected to take a circuitous route, thereby avoiding a good many awkward fences. Of the others, Selim ran against a gate, and was knocked over; Charlie had seven falls, the last one landing him at the bottom of a deep ditch; while Blackberry jumped into an orchard, from which he could find no means of exit, and only two passed the post.

## 1834

In the history of organised steeplechases Bedfordshire, and especially the county town, holds a somewhat prominent place, for not only did many sporting races take place within its limits, but it was twice in succession (as appears elsewhere) visited by the Grand National Hunt. The first steeplechase, however, which Bedfordshire ever saw was held on March 22nd, 1834, when the card was made up with a couple of races. The first one was for £50, for horses *bona fide* the property of gentlemen farmers of the county, to carry 12 st., the winner to be sold for £150—the latter a condition which, at any rate, tended to the possession of a good hunter. The course, four miles in extent, was, we learn, carefully flagged out, and it was about this time that flags appear to have been used at St. Albans, as Coleman's original arrangements were mostly copied by others. There was naturally a gigantic attendance to witness such a novel sport as steeplechasing, and the following were the starters: Mr. J. Walker's Dinman (Mr. Jenkins); Mr. C. Higgin's Tomboy (Captain Becher); the Hon. G. F. Berkeley's Silvertail (Lord Clanricarde); Mr. J. Whitworth's Magic (Owner); Mr. H. Walker's b.g. (——); Mr. Booth's Seducer (Westley); Mr. Sharman's Charley (Eyre); and Mr. Whitworth's Woodbine (Bolton). It was a decidedly stiff course, as there were several double ditches with quickset hedges; in fact the ordinary brush fence appears to have been found but twice only on the ground, while the course naturally included two sets of posts and rails. Seducer and Tomboy, two horses well known with the Oakley Hounds, were the favourites, but there was very little betting. We are told that soon after the start Woodbine took a line of his own, which, considering that the course was flagged, can hardly be understood, unless, as may have been the case, there was but one flag at each fence, to be run past on the left or right at any distance the rider might choose. The second fence got rid of Seducer, and on crossing the first lane Magic, Tomboy, and Dinman were together, and these three kept close company till within two fields of home. Tomboy looked like winning, but in the last field but one he stopped at an open drain and was passed by Dinman, who won by a length. The umpire, the Hon. Grantley Berkeley, whose horse Silvertail was running in the race, ridden by Lord Clanricarde, placed but two horses. Lord Clanricarde, by the way, had one of those severe falls which marked his steeplechase career, while Charley, when near home, jumped into a pond. The second race had but three starters, Mr. Francis's Don Cossack, ridden by the owner, winning by about twenty yards. In the course was a newly made double hedgerow, with a ditch between, while over the next fence one horse is said to have cleared twenty-seven feet.

## 1835

On the 30th of January 1835 a steeplechase took place just outside the town of Ware, Hertfordshire. It was a short race, being no more than two miles, and, unlike almost every other steeplechase course, included no water jump of any kind, but it was nevertheless run over a very stiff line of country, and two lanes had to be crossed. "As sport rather than gain was the object," the race was a sweepstakes of two sovereigns each, and there was no added money, so that, as there were five starters only, the winner netted the not very large sum of £8. The starters were Mr. Bond's Baronet (Mr. Turner); Mr. Stone's No Wonder (Howard); Mr. Williams' Saracen (Mr. Coleham); Mr. Harvey's Clasher (Owner); and Mr. Hudson's Fox (Baker). The horses carried 11 st. 6 lbs. each.

Clasher was the favourite at 2 to 1, Saracen and Fox started at 3 to 1 each, No Wonder's price was 4 to 1, the outsider of the small party being Baronet, whose price was 10 to 1, as he had fallen lame within about a fortnight before the race and was thought to be too fat, yet owing to a chapter of accidents Baronet received the stakes. No Wonder, after absolutely clearing (so the report says) a bank five feet high with a strong fence on the top, and having a wide ditch on the landing side, made a mistake at a much smaller obstacle, and by some means a foreleg became entangled in the reins, compelling Howard to dismount. Clasher came down heavily, Saracen twice refused the fence out of the second lane, and No Wonder, who had made up his lost ground, was ridden through a gateway instead of over the fence, an error in judgment on the part of the rider, which led to No Wonder being disqualified, the stakes, as already mentioned, going to Baronet, who came in second. The time taken by the winner in covering the two miles is given as seven minutes. This appears to have been a good sporting steeplechase, as before the start took place those present on the ground contributed a sum of money sufficient to defray the cost of mending the fences, "for although not the slightest objection was offered by the farmers, yet it was considered nothing more than just and equitable that those who rode down the fences for their own amusement should be at the expense of putting them up again for the farmers' convenience"—a sportsman-like sentiment which might with advantage be borne in mind by the hunting man of to-day.

## NORFOLK, 1835

About the time that the St. Albans steeplechases were organised by Coleman, the taste for these cross-country events had extended into Norfolk. A match which took place in 1831, for £50, between Messrs. Munro and Carr, both riding their own hunters, was the first event of which there is any record; another match for a small stake soon followed, and then in 1833 came a sweepstakes for which seven or eight horses contended.

On Tuesday, the 10th of March 1835, the "Scole Steeple Race, Norfolk," took place, there being two races, the light and heavy stakes. The light weight race, 3 sovereigns each, was first brought off. Each horse carried 10 st. 7 lbs., and the four-mile course was oval in shape. The placed horses were Mr. G. St. Vincent Wilson's Matilda (Mr. Pistle), 1; Mr. H. Munro's Santillane (Mr. Green), 2; Mr. W. Bennett's Wrangler (Mr. Chandler), 3; while Little Tom, Navarino, and Diana also started. The ground was very deep and the line severe, the obstacles including a wide open drain and a formidable brook. There were plenty of falls, but Matilda and Santillane ran a fine race for the last quarter of a mile, the mare gradually wearing down the latter and winning by about a length. The time is given as sixteen minutes.

The race for the heavy weights brought out a stronger field, and though the starting and finishing points were almost the same as in the first race, the line was a new one. The first three were Mr. H. Munro's Grab (Mr. Chandler), 1; Mr. Green's Tranby (Owner), 2; Mr. Nurse's Predictor (Mr. J. Havers), 3; the other starters being Negociator, Niagara, King of Diamonds, Paganini, Grasshopper, Water Witch, and Fortunate Youth. In this race the horses carried 12 st. each. As soon as a start was made King of Diamonds and Predictor bolted, and before the winning-post was reached each rider had met with about three falls. Five horses were in the brook together, Grasshopper was galloped to a standstill, and Paganini, ridden by Mr. Powell, was so badly injured that he was found dead in his box a few days later. Fortunate Youth so far belied his name that, being last in the race, his owner had to pay the second horse's stake.

Four of the jockeys we learn came from a distance: Mr. Green from Lincolnshire, Charles Christian (Negociator) from Leicestershire, Mr. Dunn was in the Queen's Bays, and Mr. Powell hailed from Gloucestershire. The last named, presumably *the* Mr. Powell, was heard to say that he came down to show the natives how to ride in a steeplechase; but "as he lost his first mount and killed his second," as the reporter of the period remarked, "they may remain satisfied with admiring his style without imitating it."

## 1836

The Badsworth men who, as already mentioned, intended to repeat their steeplechasing experiences, held another race on April 4th, 1836, of which the moving spirits were Lord Hawke, John Gully, and the members of the Hunt generally. There were no fewer than one hundred fences in the line, the last being in Pontefract Park, over a drain backed by a strong hedge. Mr. Holland's Jerry, ridden by Mr. Stanfield, won, while that gentleman's own mare, Edith, was second. The Hon. Stanhope Hawke was one of the riders, and soon after the start drove his horse to the front, but much anxiety was felt when in riding at a high fence the girths broke and the saddle turned round, Mr. Hawke of course falling, and twice was he struck by his horse. Luckily, however, he was not much hurt, and when he came down Mr. Watson, well known in Yorkshire hunting fields, took the lead on Nimrod, but on taking the last fence Jerry and Claxby pressed him, while Jerry pulled so hard that, as the report says, "Mr. Stanfield's first effort as a steeplechase rider was crowned with success." Previous to the start the ground was shown to the riders by Lord Hawke, Dr. Buchanan, and the Badsworth huntsman, the whole line being commanded by rising ground.

Just afterwards there was a steeplechase at Great Marlow, of all places in the world, where the horses had to carry no less a weight than 15 st., finishing over a hedge into the turnpike road. The winner was Mr. Webb's Holbeiness, who beat by a neck Mr. Westbrook's Grimaldi, called after the famous horse of that name, no doubt because he was a grey, and he would have won had it not been that he went the wrong side of one of the flags.

Then again the quiet district of East Grinstead awoke to its first steeplechase on April 5th, 1836, and here we find Captain Becher riding Captain Fairlie's Wing, while Mr. Anderson rode his own horse Album. The winner, however, having won at Northampton, had to carry a 10 lb. penalty. Captain Becher, who seems to have had a good many falls at brooks, tumbled here, but was shot on to dry land; Treble X, ridden by his owner, Mr. Curwen, jumping clean over him, while Album jumped over the prostrate horse. Wing, however, was remounted, and as Treble X fell at the last brook Wing came in first by two lengths.

The second Norfolk and Suffolk steeplechase came off on April 14th, one race being for tenant farmers who hunted with Sir Vincent Wilson's hounds, and over whose lands the hunt rode. Ben Land ran a horse in this race, and rode it himself, but Mr. Blomfield's black mare was successful in winning.

On 18th April there was another race in Yorkshire, six well-known hunters starting over a four-mile course from near Nunappleton, and finishing at the mill at the Askam side of the York and Tadcaster road. The line was tolerably stiff, the Old Floss being a formidable brook, at which all the horses refused at first. Mr. G.

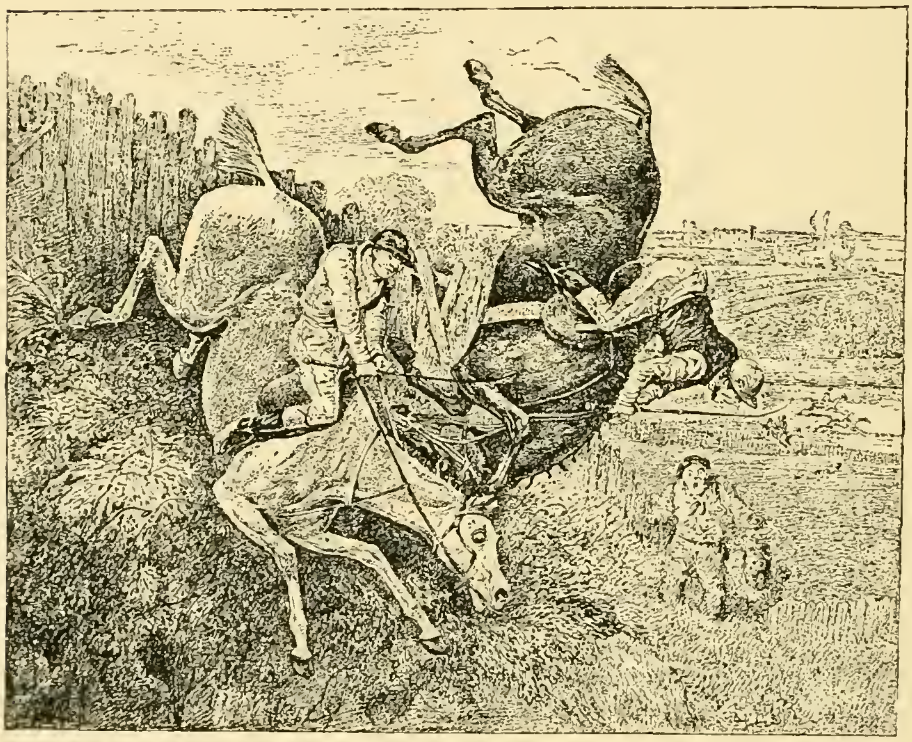
Thompson's The Farrier got over the second time, but fell on landing, while The Grenadier easily cleared both the fallen horse and the brook, and led for three miles, when The Farrier came up and would probably have won, had he not refused the last fence, over which The Grenadier managed to stagger and so won by fifty yards.

## 1837

A steeplechase which took place in Yorkshire on Valentine's Day 1837 deserves notice, if only from the fact that, on being started, the horses walked as far as the first fence, and having cleared it they then walked over two other fields, until they came to Hutton Drain, which constituted the first brook. Into this they walked and out the other side, and then began to gallop, getting on very well until they reached Rufforth Cut, a somewhat wide drain, with a fence on one side. The horses were local hunters, and the winner was the Hon. Mr. Harbord's Wildgoose, ridden by Captain Blackhall, whose riding was highly spoken of. Not one of the horses escaped a fall. It may be mentioned that Mr. Harbord, the owner of the winner, belonged to the 10th Hussars, and was brother-in-law to Lord Suffield, who hunted the Quorn during the season of 1838–39.

From the description of steeplechasing as it existed up to this time, it may be readily understood that the courses were like veritable point-to-point races. Flags were gradually brought into use at other points than the start and finish, but Ireland appears to have been in advance of us in her steeplechase arrangements, as may be gathered from a letter from an Irishman, in which he compared the sport in the two countries. He objected that in England the horses had never been on the ground before, while their riders had not the least knowledge of the fences. The victory he thought was a fluke, because by some lucky accident one of the riders made a good guess, while another on perhaps a still better horse found himself confronted by some absolutely unjumpable obstacles. In Ireland, he explained, the ground was chosen with a great deal more care than in England, by experienced sportsmen, who so managed matters that all-round excellence was aimed at. There was grass over which horses might gallop, and fallow ground to test their endurance, while the steed whose *forte* was getting over banks or ditches found that before he could win he had to jump some 5 ft. walls, while, on the other hand, the wall jumper found that his ability in that respect would not bring victory in his grasp, because brooks and ditches had to be cleared. Furthermore, the course, he remarked, was always "double posted," and between these posts the horses must pass, though we have the curious proviso, "always provided if they can," while the spectators could ride with the competitors clear of the posts. The jockeys had the opportunity of riding over the ground once or twice, so as to take mental notes as to where they would make play, and to what part of the fences they would ride.

Haverfordwest was all excitement in March 1837, when the second steeplechase seen in that part was held, and a critic who went down to see wondered how on earth the horses managed to get over the Pembrokeshire banks. There were three starters, the winner being Cannon-Ball, ridden by Mr. Wellington Peel, and just afterwards was a match over the same course between Mr. Scourfield's Charlie, a well-known hunter, and Mr. Davis's Madcap. The former was ridden by Mr. Scourfield's huntsman, Michael, while Mr. Wellington Peel had a leg up on the other. Charlie pulled hard for over two miles and looked like winning easily, but unfortunately Michael kept him a little too much to the left and got into some rotten ground, and falling down, the horse broke its neck. This was the end of a good hunter which had carried the huntsman in safety for several years.

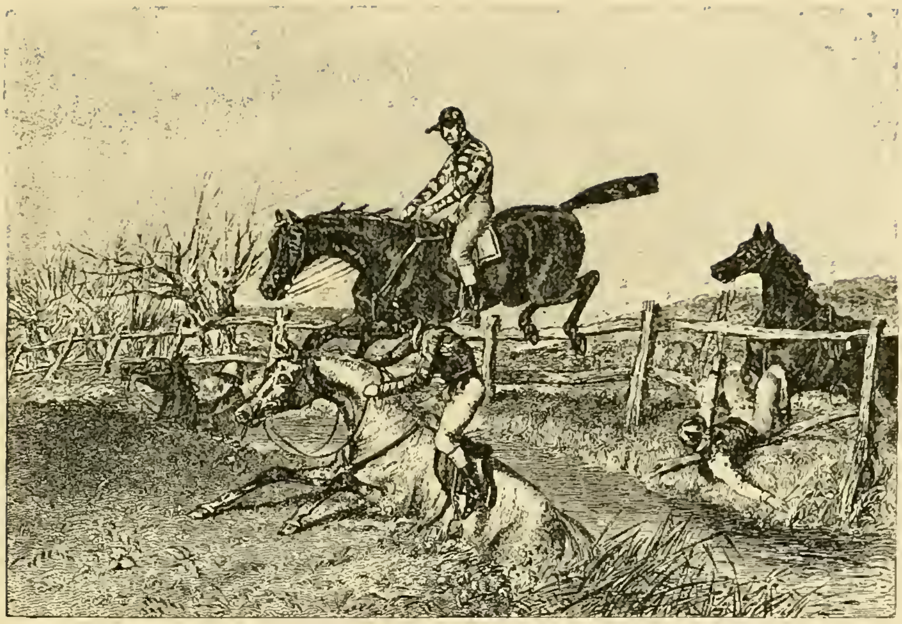


THE STEEPLECHASE

*From the original drawing by* Henry Alken

# ADDITIONAL BIOGRAPHIES

JOHN HOLMAN
WILLIAM VEVERS
JOHN SOLLOWAY



THE STEEPLECHASE—NOBODY THE WINNER

*By* J. F. Herring

# ADDITIONAL BIOGRAPHIES

## JOHN HOLMAN

MR. JOHN HOLMAN, who died in January 1888, within a few days of attaining his seventy-eighth year, was one of the few remaining members of the old school of steeplechase riders. Though born in the Quorn Country, where he had his first experience of horses and riding, he subsequently settled down in Cheltenham, where in later years he had a livery and dealing business, and trained steeplechase horses. In 1839 he was full of riding engagements, and in 1841 he won, over the course at Andoversford, near Cheltenham, a couple of steeplechases on Orion and Conservative respectively, while only a few weeks later he rode a dead heat on Zero against that famous horseman, Tom Olliver, on Greyling. This feat brought John Holman into notice, as the race was run over a decidedly big course which had been selected by Colonel Berkeley, and soon after the dead heat Holman won the great Cheltenham steeplechase over the Andoversford course on Dragsman, beating Jem Mason on Scotsfoot, and Tom Olliver on "'42." In the year 1843, John Holman had the mount on Cure All in the Grand National, and people thought that he had a very good chance of winning. The day set for the race was cold and frosty, and some parts of it were slippery. Whatever chance Cure All may have possessed, was lost through his slipping upon the greasy ground at Becher's Brook, and in the same year, on The Page, he won the Royal Birthday Steeplechase at Worcester. Holman never succeeded, however, in winning the Grand National, though he rode several times during his career in the race. He had the mount on The Page; The Sailor broke his back in 1848, Chandler's year, but Sir Peter Laurie was third in 1852, and fourth in 1853. Freetrader, who cost no more than 90 guineas, ran second in 1856, and won in 1857, but on the latter occasion he was ridden by George Stevens, who thus scored the first of his five victories in the Grand National. Holman was never successful at Aintree after Freetrader won. The Doctor of course was a magnificent fencer, and won in most years; but it chanced that he had to meet The Colonel, who proved superior to him. Globule, a wonderful little horse, standing a trifle under 15 hands, won the big steeplechase at Croydon. George Holman, son of William, won his first Birmingham Grand Annual on Doubtful, and on Penarith Mr. W. Bevill won at Warwick, another Grand Annual at Birmingham, and the Cheltenham Grand Annual. As had been the case with Lottery, so much weight was heaped upon Penarith, that he never had a chance of winning afterwards, and so was sold for

800 guineas to Mr. Henry Chaplin, for the use of the tenants, but very unfortunately the horse, who would probably have made a first-rate hunter sire, died from inflammation soon after he took up his position at Blankney.

## WILLIAM VEVERS

ONE of the most remarkable men in the steeplechase world was Mr. William Vevers of Donnington Court, Herefordshire, who, although born in 1782, took to the new-fashioned sport with all the ardour of a young man, and rode his last steeplechase in 1849, when he won at Ledbury on his own horse Vengeance; and it was after this that George Stevens, who rode The Colonel to victory in the Grand National and who had been in his service, left him. He was the son of Mr. John Vevers of Yarkhill Court, Herefordshire, and, beginning to hunt when quite a child, was a proficient in the saddle by the time he was a young man; and as he owned in his time quite a number of good horses, Mr. Vevers met with no slight measure of success.

His first essay at steeplechasing appears to have been in 1834, when he won the Rose Steeplechase at the Cheltenham meeting on his own horse Sailor Boy, notwithstanding that he sustained a heavy fall in the course of the race. Among other horses Mr. Vevers owned the famous Charity, by Woodman, about the best horse Lottery ever had to meet. Charity was purchased from Mr. Williams of Cowarn Court, after having run unsuccessfully in a steeplechase or two; but in the hands of his new owner he turned out a great success, beginning by carrying off the Usk Stakes and the Hurdle Race at Cardiff, and the Hurdle Race at Monmouth, in 1836; the Aberystwith Hurdle Race, the Farmers' Plate, the Hunters' Stakes, and the Hurdle Race at Hereford, in 1838, all at the same meeting; and the Hunters' Stakes and Hurdle Race at Hereford in 1839. He also won the Broadway, Alcester, and other steeplechases, and in 1841 he was successful in winning the "Great" Liverpool steeplechase, as mentioned elsewhere. The last steeplechase in which Charity ran was at Swindon, which he would have won but for an unfortunate mistake. Charity and Vanguard were the only two horses left in the race, Charity leading by about a length when not far from home. A flight of hurdles near the winning-post, and over which the competitors had jumped in the previous round, should have been removed for the run in; but through some neglect they were allowed to remain standing. In taking these Charity dwelt a little, whereas Vanguard took the hurdles in his stride and just won. After this Charity ran no more, and remained in the possession of Mr. Vevers until he died.

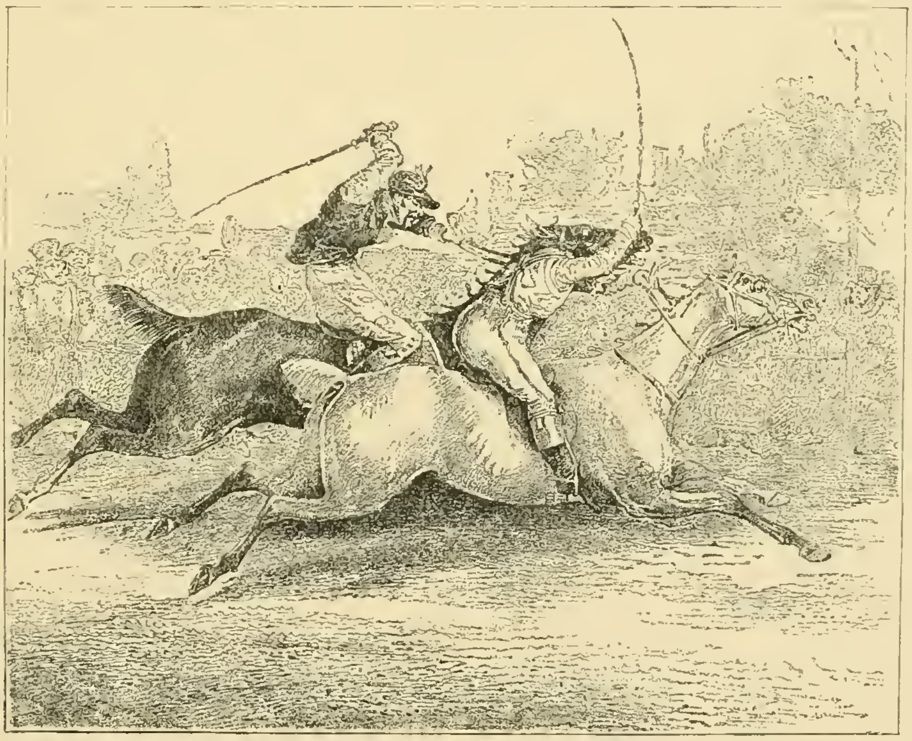
The Monmouthshire and Herefordshire Hunt Clubs organised a steeplechase, and for this Mr. Vevers brought out a smart horse called Little Tommy, and he placed the race to the credit of Herefordshire; and this horse Mr. Vevers, at the age of sixty-four, rode in the Paris steeplechase of 1846, running second to Mr. Tilbury's Culverthorpe. Among other horses which Mr. Vevers owned at different times were: Velocity, winner of the Ledbury and Kidderminster steeplechases; Cruickshank, winner at Northleach (Cheltenham), Very Bad, Vengeance, Vainhope, Venice, and Volatile. Mr. Vevers also raced on the flat.

In the year 1845 a service of plate was presented to Mr. Vevers, and what others thought of him sufficiently appears by a laudatory inscription, setting forth his good qualities and thanking him for (among other things) "the spirited manner in which he upheld the pre-eminence of his native county in the contest between the members of the Herefordshire and Monmouthshire Hunts at their Steeplechase on the 27th of February

1845." In 1838 he was the recipient of a silver tankard, "the gift of the Rev. J. Leyorn Penoyre to William Vevers, Esq., of Donnington Court, for the best thoroughbred stallion used in the County of Hereford, and also for his spirited exertions in the improvement of the breed of horses in that county."

## JOHN SOLLOWAY

MR. JOHN SOLLOWAY, formerly of Powick, near Worcester, was one of the band of skilful and enthusiastic steeplechase riders during the St. Albans era in the "thirties." He rode his last race on the 13th April 1837, when he had the mount on Wildgoose at Abergavenny. Towards the end of the race, however, his horse fell, but Mr. Solloway was not apparently hurt. In accordance with the practice of the time, however, he was bled, and afterwards dined at the Ordinary, where he was cheerful enough. Two days later he went to Hay, in Brecknockshire, and on retiring for the night complained of feeling unwell. On the following morning (Sunday) a Worcester friend visited him in bed, when Mr. Solloway said that, though he did not "feel quite the thing, he would get up and have a ride." Shortly afterwards his friend, on going into the room, found Mr. Solloway dead sitting in a chair, partly dressed, with his head reclining on the bed.



THE STEEPLECHASE

*From the original drawing by* HENRY ALKEN

# APPENDIX

## COLOURS OF THE RIDERS

# APPENDIX

## COLOURS OF THE RIDERS

*Extracted from Mr. Henry Wright's Steeplechase Calendar, which took in events from the great match over Leicestershire in* 1826 *to the end of* 1844; *published in* 1845.

Mr. Anderson—pink, with a black cap
Col. Anson—white
Sir David Baird—black
Capt. Barnett—purple, with black cap
Mr. J. Bosley—scarlet
,, Bretherton—pink, with black sleeves and cap
,, Brown—scarlet body, purple sleeves, and black cap
,, Brown (Tring)—yellow, and black cap
Capt. Bulkeley—black and white quartered
Col. Charretie—crimson and white
Lord Chesterfield—red, with dark blue sleeves, and red cap
Mr. Coleman—white body, red sleeves, and black cap
,, Crawford—white, with black cap
,, Davies do. do.
,, Davy—orange and white, with white cap
,, Isaac Day—white, with green velvet cap
,, A. Dixon—blue, with white sleeves
Lord Drumlanrig—plaid and white
Mr. M. Dunne—pink
Lord Eglinton—tartan, with yellow sleeves and cap
Mr. Ekins—crimson, with black cap
,, Elmore—scarlet, with black cap
,, Fairlie—purple body, crimson sleeves and cap
,, Ferguson—white
,, Fivey—crimson
Hon. C. Forester—purple and orange
Mr. Fortescue—purple, with scarlet collar
,, Gilmour—blue and white
,, Green—green and white stripe, with black cap

Mr. Griffiths—yellow, with a blue cap
,, Holman—purple and white stripe
Lord Howth—yellow, with black cap
Mr. R. Hunter—scarlet and plaid
,, T. Hussey—red, with harlequin cap
Capt. Hussey—green and white
Mr. James—rose colour, with black cap
,, Jenkins do. do. do.
,, W. Jex—crimson
,, King—black
,, Knaresborough—blue, with red sleeves
Capt. Lamb—purple, with orange cap
Mr. Lockwood—white, with green cap
Lord Maidstone—sealskin body, *gorge de pigeon* sleeves, and red cap
Mr. Manley—green, with black cap
,, Mangan—crimson and blue, with white cap
,, Mare—blue, with black cap
,, Mason—scarlet, with do.
,, W. McDonough—red and black
,, A. McDonough—green, with red cap
Capt. Morritt—white, with red sleeves
Mr. G. H. Moore—blue bird's-eye
,, O'Callaghan—green, with red cap
,, Oldaker—red and white stripe
Capt. Oliver—straw coloured
Mr. Olliver—green and white
Dr. O'Neill—blue, with one scarlet sleeve
Mr. Osbaldestone—green, with black cap
,, Osborne—yellow, with black cap
,, Ouseley—blue
,, Page—crimson, purple sleeves, and black cap
,, Powell—white, with black sleeves, and red cap
,, Power—purple, with white sleeves and cap
,, Preston—sky-blue, with black cap
Capt. Price—crimson and white, with black cap
Mr. Quartermaine—sky-blue, with black cap
,, Pryse Pryse—blue body, white sleeves, and black cap
,, Ramsay—straw colour, with green sleeves
,, Raworth—crimson, with black cap
,, Robertson—plaid
Baron Rothschild—yellow, blue sleeves, and black cap
Lord E. Russell—blue and buff, with black cap

Mr. Sadler—white, with red sleeves, and black cap
,, W. Scott—blue and white, with red cap
,, Sirdefield—crimson
,, Smith—white, with black cap
,, B. Stafford—green and white stripe
Sir W. M. Stanley—purple and yellow
Mr. Stevenson—blue, white sleeves, and black cap
,, Stretton—amber, with black cap
,, H. G. Thompson—light blue, with black sleeves
,, Tilbury—scarlet, with white cap
,, Tollitt—white, with black cap
,, Vevers—purple and blue
Lord Waterford—sky-blue, yellow sleeves, and white cap
Mr. Webber—blue and white narrow stripe
,, Wesley—blue body, white sleeves, and black cap
,, Whitworth—yellow, with red cap
Capt. Williams—black
Sir W. W. Wynn—green, with red sleeves, and black cap

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